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EDMONDSON PARK FRASERS TOWN CENTRE SITE URBAN DESIGN REPORT



Prepared for Frasers Property Australia
16 November 2016

HASSELL

Front cover image: Indicative Town Centre
Laneway view
Edmondson Park. Image by Doug & Wolf

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Introduction

Introduction

This Urban Design Report has been prepared by HASSELL on behalf of Frasers Property Australia. It forms part of the Section 75W submission for the proposed amendment of the Edmondson Park South Concept Plan Approval obtained in 2011 under Part 3A of the *Environmental Planning & Assessment Act 1979 (EP&AA)*. The Edmondson Park South Development Control Plan (DCP) was adopted in 2012.

The subject site, referred to as Edmondson Park Frasers Town Centre (EPFTC), falls within the Liverpool Council Local Government Area, located centrally within the Edmondson Park Release Area. It sits directly to the south of the recently completed Edmondson Park Rail Station and is bounded by the rail corridor to the north, Campbelltown Road to the south, and the proposed new regional park to the west.

Vision

The Edmondson Park Frasers Town Centre Precinct is set to become a regionally significant community and a benchmark Town Centre development characterised by modern enterprise, attractive and vibrant lifestyle offerings as well as diverse social, economic and housing opportunities.

Urban Design Framework

The urban design principles and structuring framework which define the Edmondson Park Frasers Town Centre Master Plan are largely consistent with the strategies approved in the Concept Plan. Our aim is to create a legible pattern of streets and blocks with clear lines of sight, that link key elements of public spaces and destinations creating a logical framework for the development of the site. The proposed configuration maintains the three main north-south linkages while improving the east-west connectivity through the introduction of a Greenway (linking areas of green public space), and an Urban Street (linking areas of urban public space).

Public Space

A public plaza, market hall and pedestrianised ‘eat-street’ directly adjacent to an active main street in the town centre forms the urban heart of the Town Centre Core. A heavily landscaped green boulevard links Edmondson Park Reserve with the future Regional Park to the west. A series of pocket parks and shared neighbourhood streets (*the Mews*) provides secondary community spaces for local residents. In addition, a new town centre park will be made publicly accessible for the use and enjoyment of the broader local community and shoppers. All vehicular streets and pedestrian laneways will be publicly accessible at all times.

Built Form

Edmondson Park sits within a growth centre of rapid transition from predominately single dwelling housing estates of relatively low density multi-dwelling housing, to a more compact urban village characterised by mixed use with apartments up to 21 storeys in the town centre core, and attached medium density, multi dwelling housing, townhouse, terrace and studio dwellings in the residential precinct.

Edmondson Park Frasers Town Centre
Proposed Development Summary

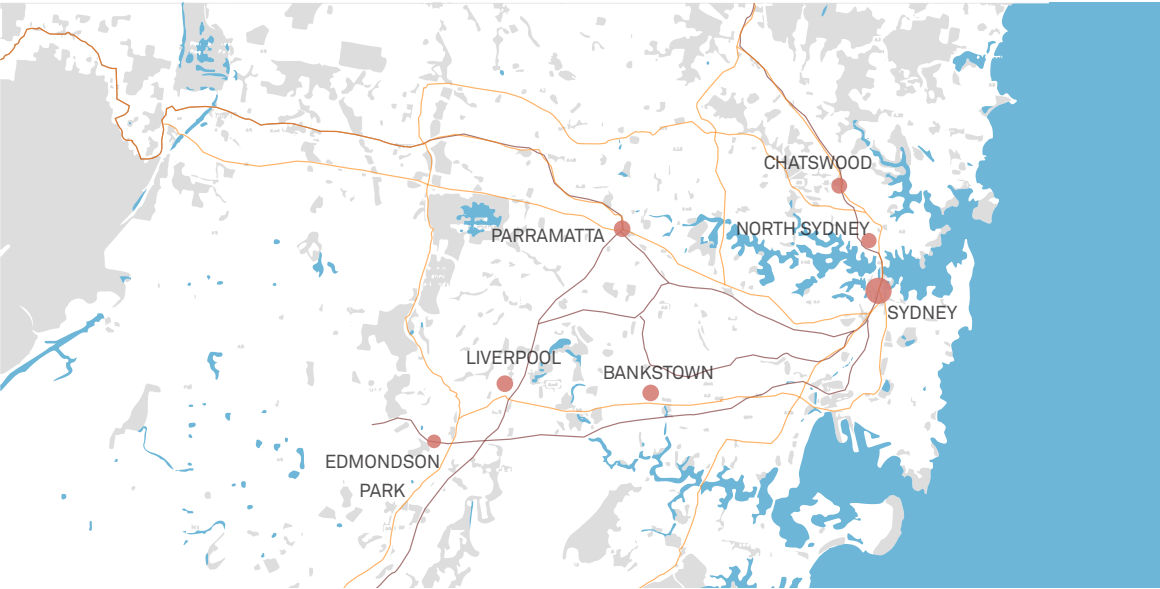
Site Location	Lots 1-2 in DP 12041198 and Lot 62 in DP 1191356
Site Area	Approximately 25.16 hectares
Maximum height in Town Centre Core (RL)	132.90 RL
Estimated number of residential dwellings	1884



Figure_1.1. Site Location

--- EPFTC Town Centre Site Boundary

Introduction



Figure_1.2. Regional Context Map

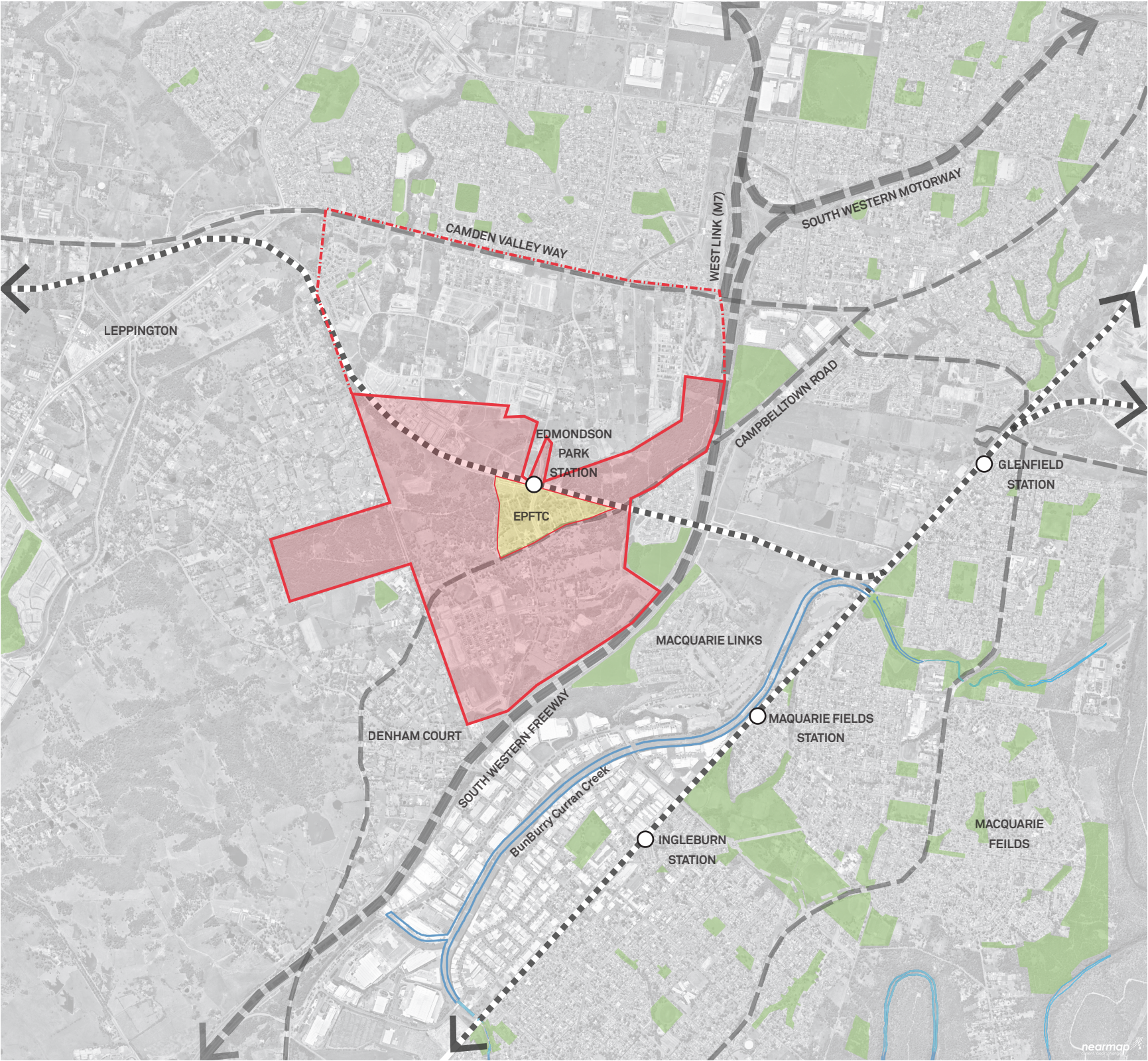
Context

The site is located within the Edmondson Park Release Area of the South West Growth Corridor, 8kms from the Liverpool CBD and approximately 45kms from the Sydney CBD. It is well connected to the surrounding context with a new rail connection and easy access to the M5 and M7. Edmondson Park Rail Station sits directly to the north of the subject site, providing a key link via a new transport interchange at Glenfield to major employment centres including Liverpool, Parramatta and the Sydney CBD. Edmondson Park STA Rail Station is also expected to be connected to the future airport at Badgerys Creek.

Set on the former site of Ingleburn Army Camp, Edmondson Park is named after John Edmondson (VC) who trained at the Camp and who was the first Australian soldier in WWII receive a Victorian Cross - the highest award for acts of bravery in wartime.

The site is surrounded by Cumberland Plain Forest. Edmondson Park Frasers Town Centre will provide strong connections to this surrounding Forest. Opportunities exist to extend this vegetation type within the development, particularly along a heavily landscaped Greenway.

- Site Area
- Edmondson Park South
- Edmondson Park Release Area
- Motorways
- Regional Roads
- Rail
- Water Bodies
- Open Green Space



Figure_1.3. Local Context Map

Design Approach

Vision

The Edmondson Park Frasers Town Centre Precinct is set to become a regionally significant community and the benchmark Town Centre of Sydney, characterised by modern enterprise, attractive and vibrant lifestyle offerings as well as diverse social, economic and housing opportunities.

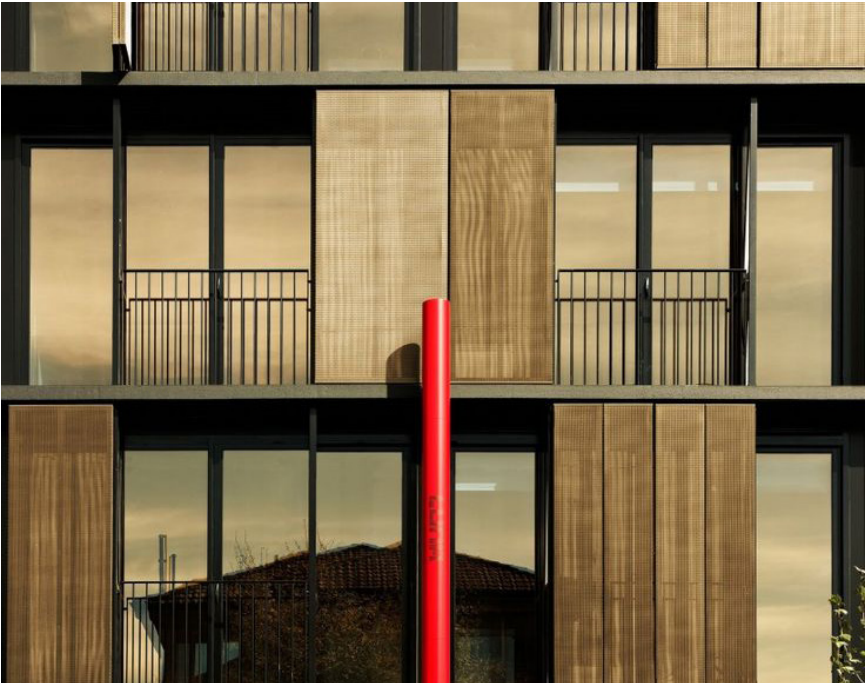
Strategically located in South West Sydney between the new employment nodes of the Moorebank Intermodal and the future Badgerys Creek Airport, with arterial road connections to Sydney CBD, Edmondson Park Frasers Town Centre Precinct is ideally positioned to leverage local and regional, residential, retail and commercial opportunities.

Edmondson Park Frasers Town Centre includes economic employment clusters targeting health services and a range of retail, personal and professional service offerings. At the heart of this new community will be an activated Town Centre Core, framed around the recently opened Edmondson Park Station and an extensive network of parks, walkways and cycleway linkages. Residents and visitors alike will enjoy the array of shopping, dining and entertainment facilities in an urban style, higher density, mixed-use precinct.

Residential dwellings will be located across the whole Town Centre. The master plan provides for higher-scale urban built form in the Town Centre Core transitioning to lower-scale medium density form throughout the Residential Precincts. Each of these precincts is driven by urban design principles guiding villaging, forming, density and character.

One of the key innovations of the master plan is the way that density is achieved with a mix of housing typologies including town houses, terraces, studios and apartment buildings without relying solely on the latter. This innovation-by-design creates the best of density, scale and character and embraces the wellbeing lifestyle and comfortable relaxed feel of Edmondson Park.

Central to this vision will be a Greenway link, drawing from the great cities across the world. It will run from the new Town Centre and connect through to the eastern Edmondson Park Reserve, providing a structured green spine through the precinct connecting the regional western and eastern parks through a vibrant residential precinct.



Luna Apartments (meriton.com.au)



Activated Street Frontage (HASSELL Studio)



Cru Bar and Cellar (crubar.com)



Active and Engaging Community Spaces (HASSELL Studio)

A place of health and wellbeing



A town centre focused on the creation of active, vibrant pedestrian spaces

Figure_1.4. Artist's Impression of the potential look and feel of the Town Square

Sydney’s healthiest and happiest community

‘Escaping to Edmondson Park you will find a place where healthy, active living is easy’

Edmondson Park will offer a new approach to urban living, placing the health and wellbeing of its community at its core. Urban life is increasingly rushed and as a result we’re spending less time with family, friends and our natural environment.

The vision creates direct access to new plazas and neighbourhood parks, and is a short walk to surrounding regional parklands. The street structure of the Town Centre will allow for direct visual and physical access to nature, and accommodates generous pedestrian paths and cycle lanes. Residents will be able to easily walk to all their destinations. Whether it be strolling along the Main Street, through retail laneways and the market hall, or accessing the new rail station.

Edmondson Park will be a true Town Centre, different to the standard suburban shopping centre typology. While offering major supermarkets and other large format retailers, it will not be dominated by them. Rather, the Town Centre will provide a market place for the best retailers providing a diverse range of fresh food, cafes and restaurants; a diverse range of fashion, basic needs and services; from national retailers through to independent artisans producing and selling the finest produce – the best of local and national experiences for Sydney’s west.

While typical suburban shopping centres provide standardised and controlled spaces, the Edmondson Park Frasers Town Centre will blur the lines between public and private. The streets and laneways aspire to achieve everything desired in a Town Centre from the restaurants and pavement dining of Willoughby Road, Crows Nest through to Melbourne’s famous Degraves Street and South Melbourne Market. At all hours of the day and into the late evening, Edmondson Park Frasers Town Centre will be a hive of activity. From early morning coffee in the cafes amongst the hum of retailers setting up for a days trading, through to a late night meal in a laneway wine bar having seen a movie with friends. From doing a workout in the gym after dropping your child at day care through to picking up the daily shopping on the way home from the train station and enjoying a family dinner at the Pavilion@ Edmondson Park. The Town Centre will truly be a place for all the community to embrace, experience and immerse itself in. It will be a place for all to be proud of.

Featured in the Town Centre will be a variety of health and community facilities, including a medical centre, gymnasium, child care, community centre and Town Square. The Market Hall will bring the best of produce to town. Residents will enjoy two community buildings with swimming pools, tennis courts, meeting rooms and activity areas.

Whether a resident embarks on a daily gym session and coffee before the train trip to work, or on the weekend, a leisurely Saturday morning breakfast in the Town Square before a little shopping, all are within a comfortable walk from their home.

These buildings and spaces are where people meet, interact and get to know each other. They build a sense of cohesion within an otherwise diverse community.

Edmondson Park is a place where all aspects of wellbeing – physical, mental and social combined – are taken care of.

- Key elements:
- _Street-based local retail model
 - _A walkable and cyclable movement network
 - _Multiple community facilities and spaces
 - _Health and medical uses in Town Centre
 - _Connections to green links and open space



Walkable environments (HASSELL Studio)



Outdoor Living (australianoutdoorliving.com.au)



Landscaped Parks (HASSELL Studio)



Childrens Playground (corocord.com)

An exemplar of green living

‘Edmondson Park Frasers Town Centre will be South West Sydney’s green neighbourhood’

Edmondson Park will connect people with the natural environment. The community will have convenient pedestrian access to regional parklands and neighbourhoods. Streets will be lined with trees and potential water sensitive urban design strategies such as raingardens. The Main Street will be open to the sky (with the exception of awnings and other weather protection structures at nominated locations). Public spaces for dining, entertainment and relaxation will be throughout the Town Centre, celebrating the outdoor lifestyle that Sydneysiders treasure.

The surrounding natural landscape will be drawn into the Town Centre via streetscapes and parks, tying residential, retail and community uses within a “green grid” of vegetation. A Greenway will bisect the town, linking regional parklands in to the east and west. People will move on foot, cycle or car along this greenway beneath dappled sunlight from a canopy of mature eucalypts. The greenway corridor will be fronted by residential terraces and apartments, as well as key community uses.

The Edmondson Park community will be living and working in one of Sydney’s most sustainable places. Residential buildings are designed for dual-aspect configurations, optimizing natural sunlight access and cross-ventilation. Connectivity to the rail station is enhanced through a clear and regular grid of streets and lane connections, including an upper level connection. Retail and commercial uses are energy-efficient, climate-responsive and flexible.

Sustainability is embedded in every aspect of the planning and design of Edmondson Park. It is part of the DNA of the place.

- Key elements:
- _Proposed greenway creating a generous east-west green link across the Town Centre
 - _Physical and visual connectivity to the natural environment
 - _Road alignments to maximize solar access to residential private open space
 - _Targeting a 6 Star GreenStar community
 - _Ecological functions integrated into green space network.



Landscaped Parks (HASSELL Studio)

The stage for all aspects of everyday life

‘Edmondson Park Frasers Town Centre will win the hearts of the local community. It will be the place to live, to work, to visit – again and again’

Edmondson Park Frasers Town Centre will rapidly mature into an authentically diverse place with a unique character. It will attract a rich variety of people from a diverse range of cultures – residents and workers, daytime and evening visitors, those who drop by for a weekly shop or a special event. Edmondson Park will provide places and spaces that accommodate the many and varied needs of the community.

The Town Centre will be a true Town Centre, different to the typical suburban shopping centre. While it will still offer major supermarkets, it will not be dominated by them. The Town Centre will provide a market place for the best small and independent retailers providing a diverse range of fresh food, cafes and restaurants; a diverse range of fashion, basic needs and services; from national retailers through to artisans producing and selling the finest produce – the best of local and national for Sydney’s west.

The Town Centre Core will contain a mix of retail, commercial, residential and community buildings. It will be alive day and night. A morning coffee break sitting in the sunlit plaza or Town Square whilst catching up with friends either present or through Town Centre Wifi. A wander through the fresh food market. A family dinner at The Pavilion off the Town Square. A late evening in a small bar off a quirky laneway. The place changes mode from day to day, week to week, season to season.

Edmondson Park Frasers Town Centre will establish itself initially through the main retail street, full-line supermarket and family friendly food and beverage outlet – The Pavilion@Edmondson Park – the key ingredients in creating a rich, engaging place. Over time, it will grow and diversify further, with new residents and workers, and even more reasons to visit.

Local culture and community will be celebrated at Edmondson Park. The fresh food market will showcase the best produce and food offerings. The design of the public realm reflects the ecological attributes of the region.

A selection of housing types is key to the success of Edmondson Park. This includes urban apartments, multi-dwelling mews housing, and generous terraces with laneway studio dwellings. Diversity brings choice, it allows all people, from first home buyers to down-sizers, to become part of the community. It also allows people to move through different stages of life without having to move suburbs. People can stay close to neighbours and friends, to their doctor and the kids’ school.

- Key element:
- A diversity of housing types, from 1 bedroom studio apartments to 4 bedroom terrace houses
 - A mix of uses to generate activity through different times of the day
 - High quality public spaces including a town square, pedestrianised ‘eat-street, greenway, laneways and parks
 - Wifi will be available throughout the Town Centre.



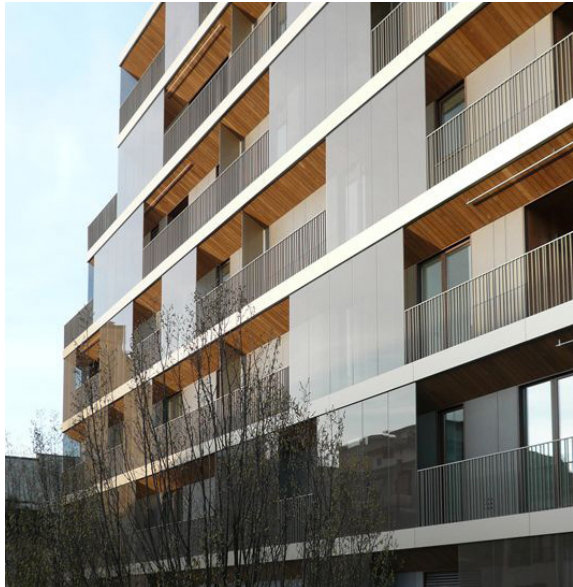
Terrace Housing Precedent (domain.com.au)



Terrace Housing Precedent (realmcamborwall.com.au)



Terrace Housing Precedent (alisonbrooksarchitects.com)



Apartment Precedent (antoniocitterioandpartners.it)

A super-connected local centre

‘Edmondson Park will be a place where connections are made – between the suburbs and the city, between urban lifestyle and natural environment, and most critically, between people’

Edmondson Park will be one of Sydney’s best connected Town Centres. The new train station will provide easy access to the city centre, with local buses linking the surrounding suburbs. The planned airport at Badgerys Creek will elevate the connectivity of the region to a global scale, with Edmondson Park a key centre in what will become a significant urban corridor.

Within Edmondson Park a network of streets and laneways, cycleways and pedestrian paths will create exceptional local connectivity. These are designed to terminate on natural spaces and community facilities. These are safe, attractive and people-focused spaces.

Higher density residential buildings are located within the core of the Town Centre. Here a highly permeable and active movement system links residents to retail and commercial buildings, community facilities and the station. Further from the core, residential neighbourhoods are focused around a “mews” structure, with houses fronting a shared space – a place where pedestrians take priority over cars, where kids can safely play and the private open space of each home extends into the public realm.

These are a special feature of Edmondson Park – a style of housing that reflects a well-connected community.

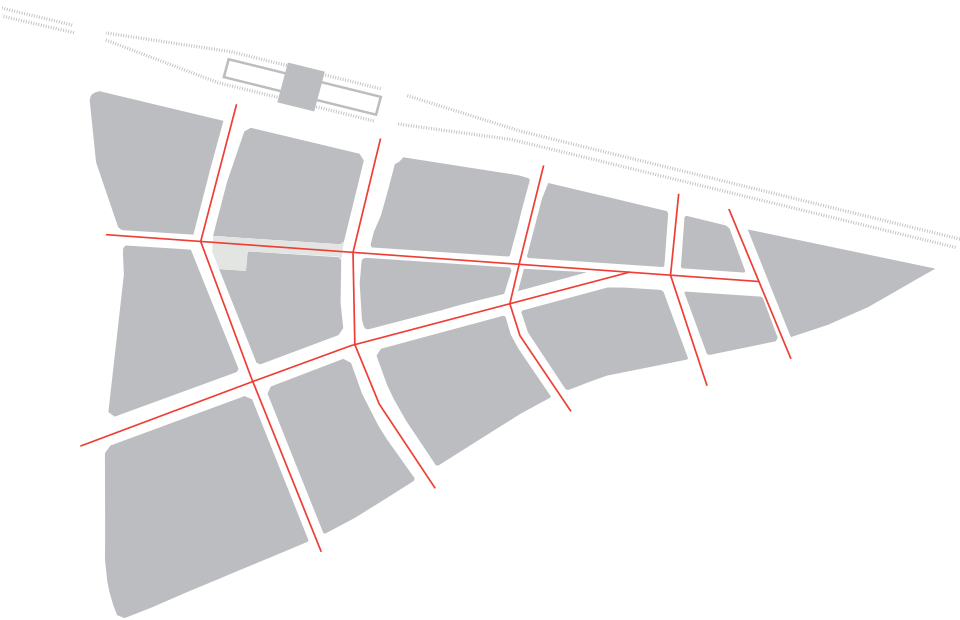
Key elements:

- _Enhanced access through a clear and legible movement structure
- _Higher densities closer to services and the station
- _Fine grain, pedestrian focused connections within the core and residential neighbourhoods
- _Connections to health and active living precincts includes medical services and gymnasium.



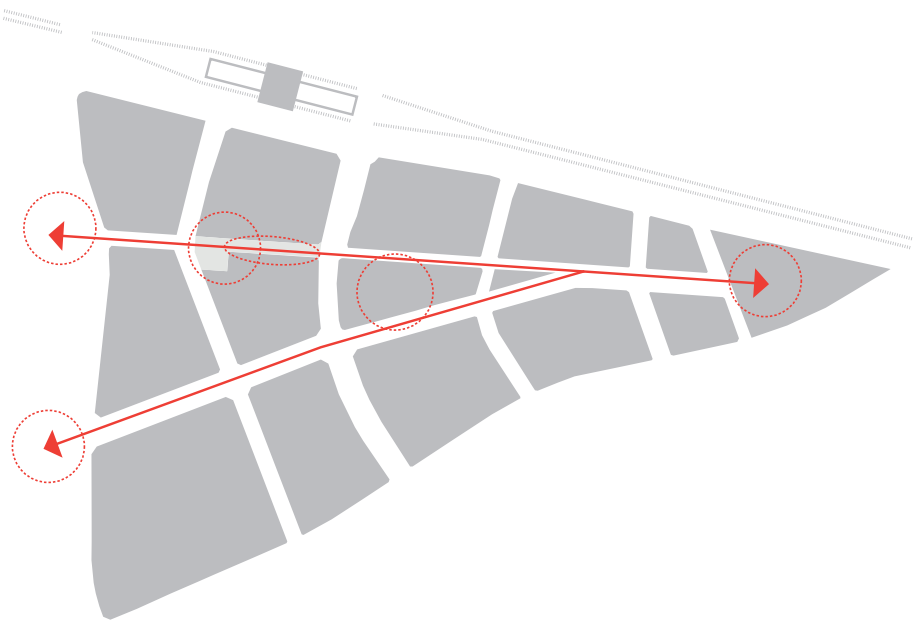
Vibrant and lively Streets (HASSELL Studio)

Guiding Principles
Twelve guiding principles have been established and guide the master plan for the Edmondson Park Frasers Town Centre.



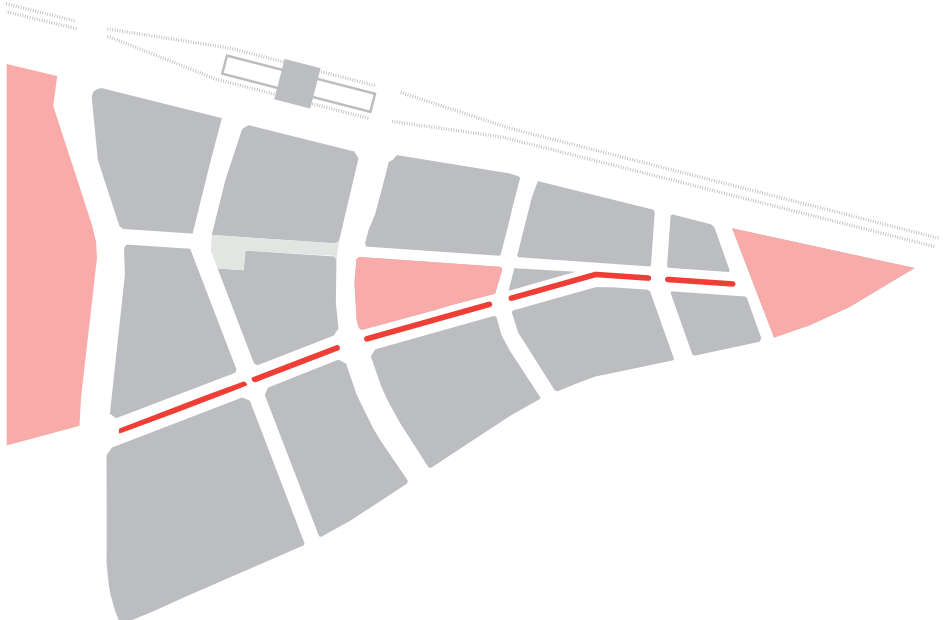
Figure_1.5. Principle 1

Principle 1
A regular street grid with clear north-south and east-west links



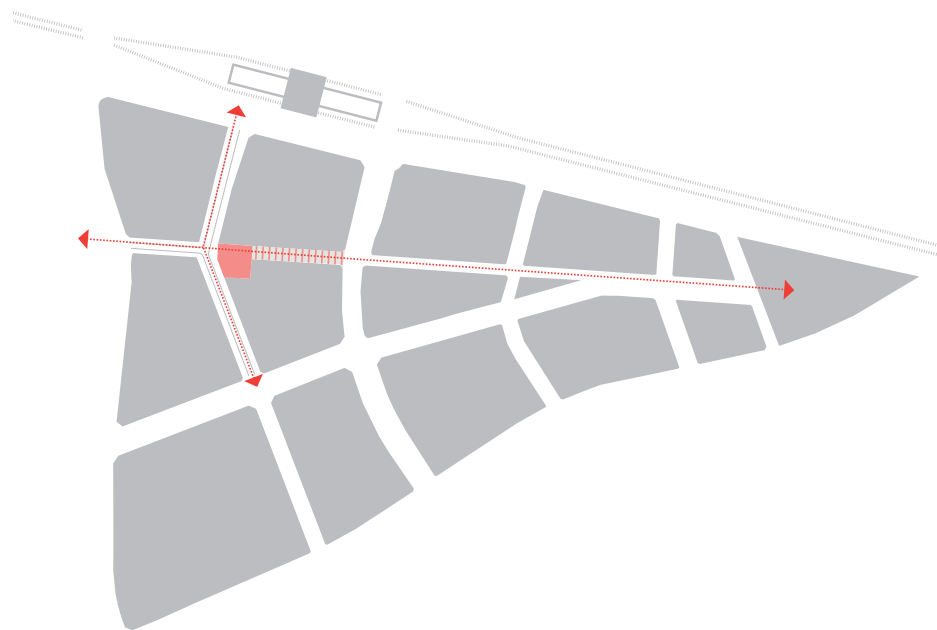
Figure_1.6. Principle 2

Principle 2
Clear lines of sight through the site connecting public open spaces



Figure_1.7. Principle 3

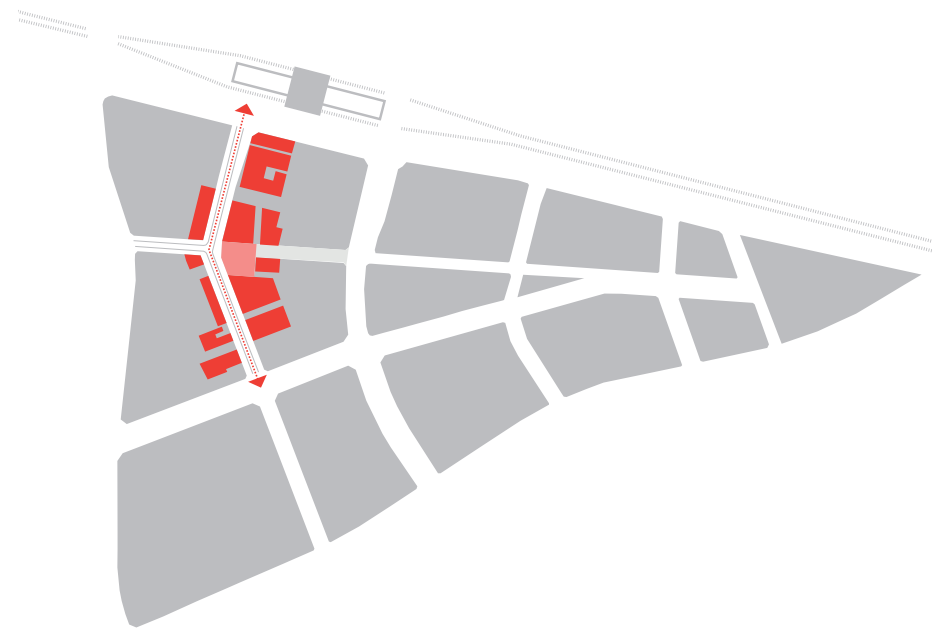
Principle 3
An identifiable vegetated green spine linking areas of green open space and extending the Cumberland Plain Woodland into the precinct



Figure_1.8. Principle 4

Principle 4

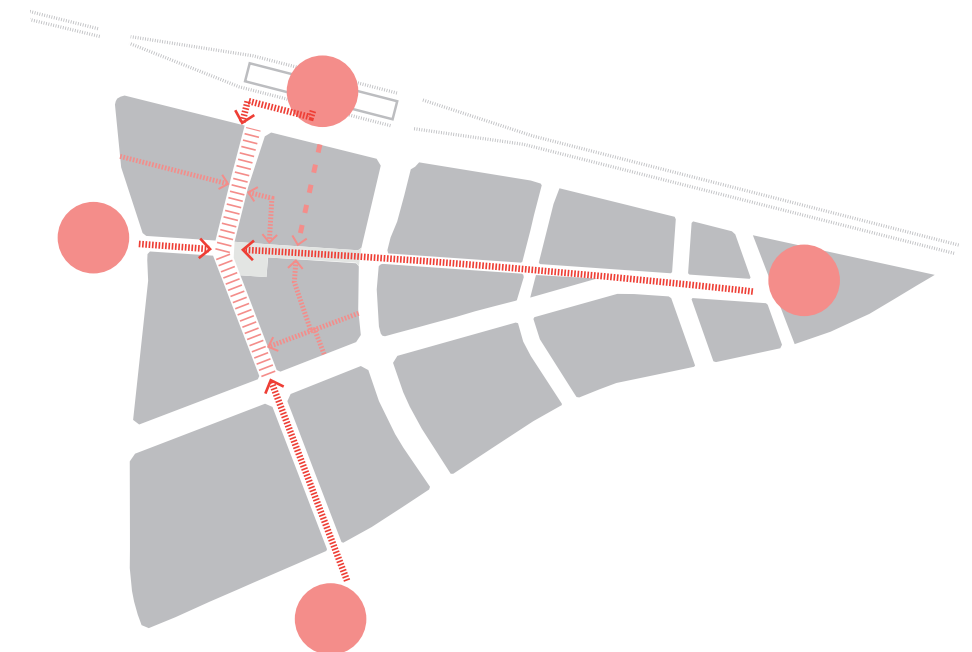
An urban east-west street drawing people into the urban heart of the town centre core via a pedestrianised 'eat-street' and urban plaza



Figure_1.9. Principle 5

Principle 5

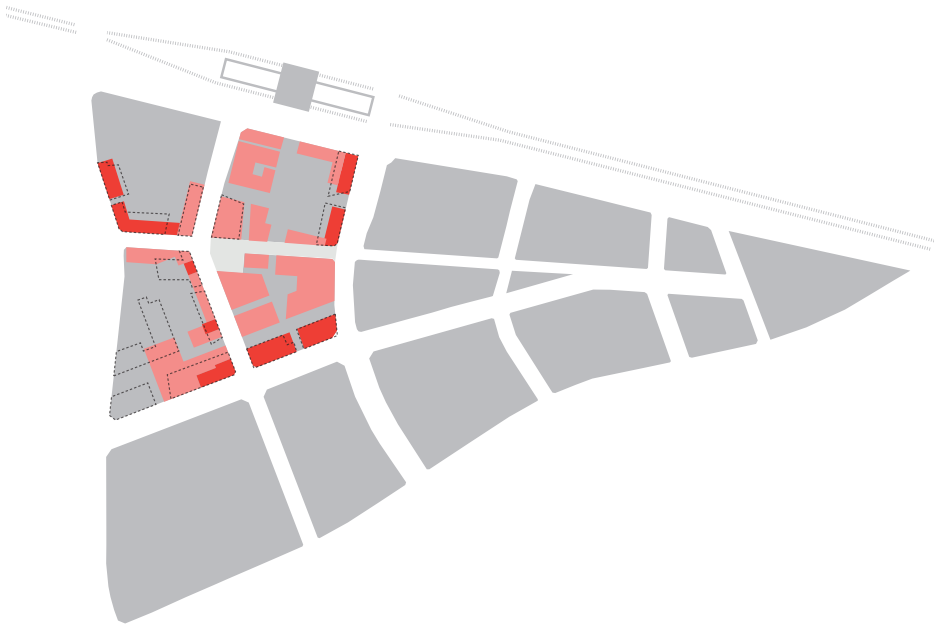
An active mixed use Main Street with the Town Square at the heart



Figure_1.10. Principle 6

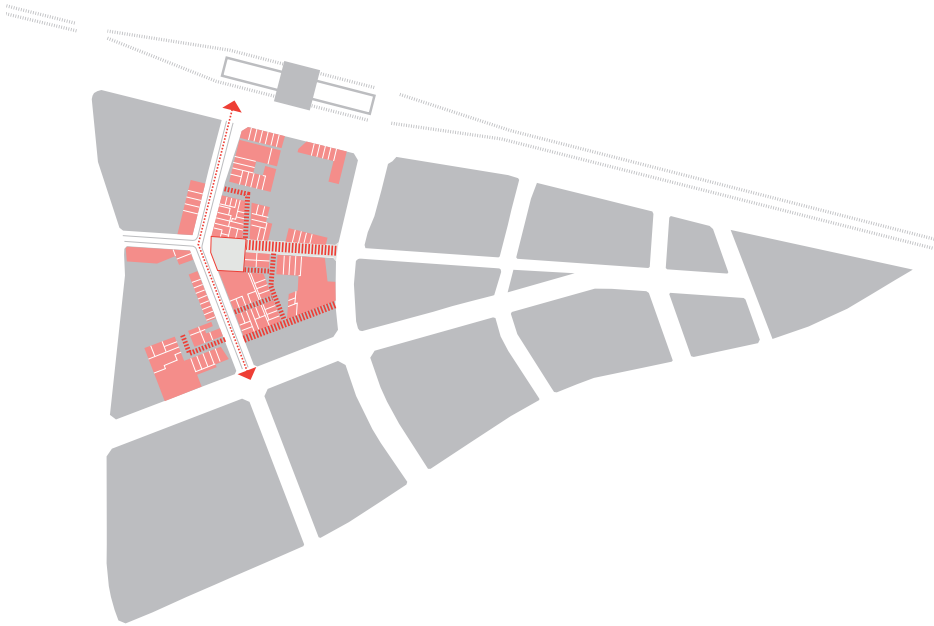
Principle 6

Strong connections that extend from the surrounding areas into the Main Street



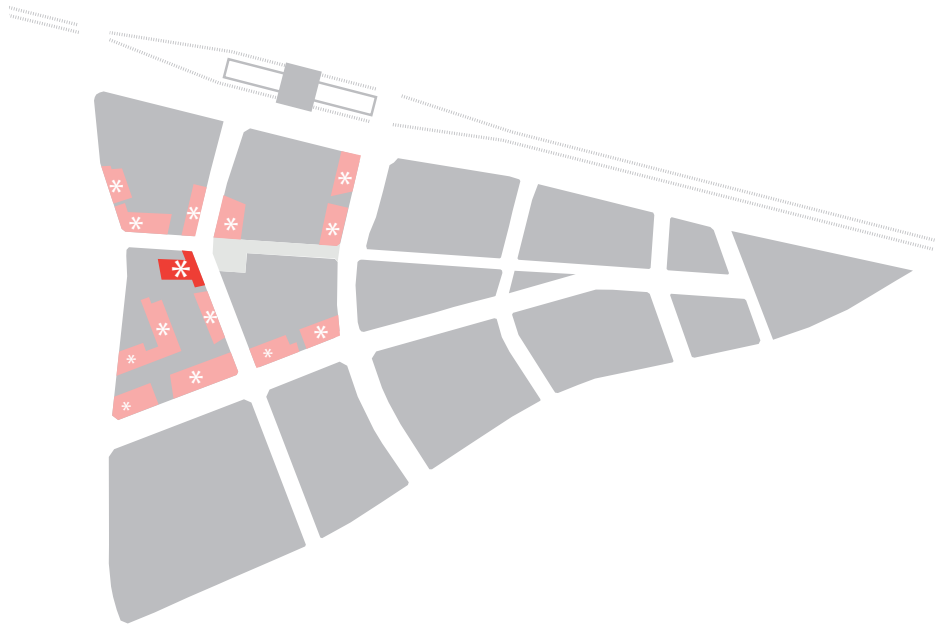
Figure_1.11. Principle 7

Principle 7
Town Centre with a mix of uses including residential, retail and community uses to ensure safe, active and interesting street edges



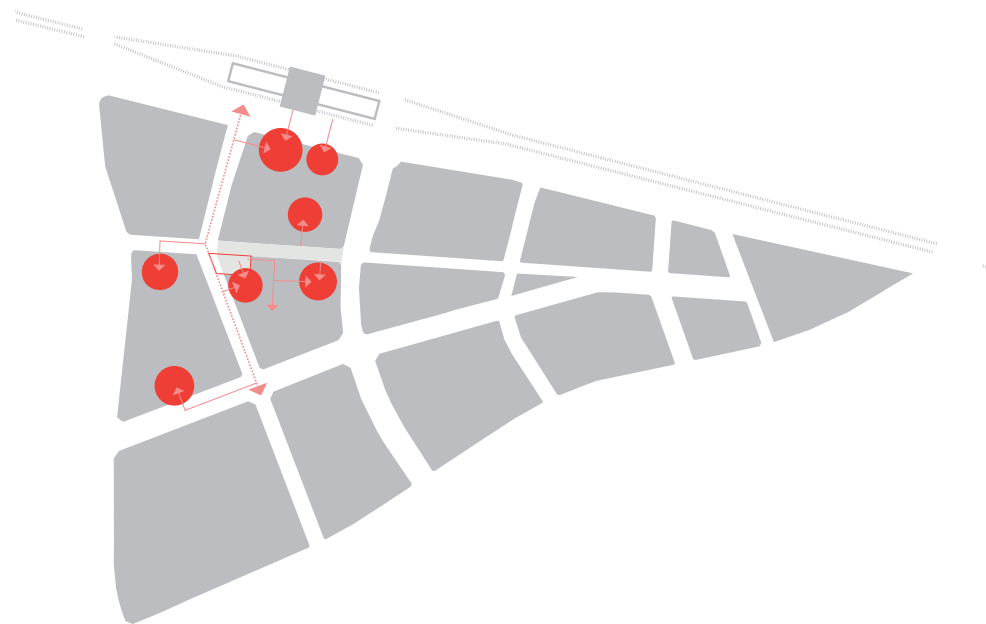
Figure_1.12. Principle 8

Principle 8
A fine grain network of shops, cafes and restaurants in the Town Centre core linked by the Main Street and laneway connections



Figure_1.13. Principle 9

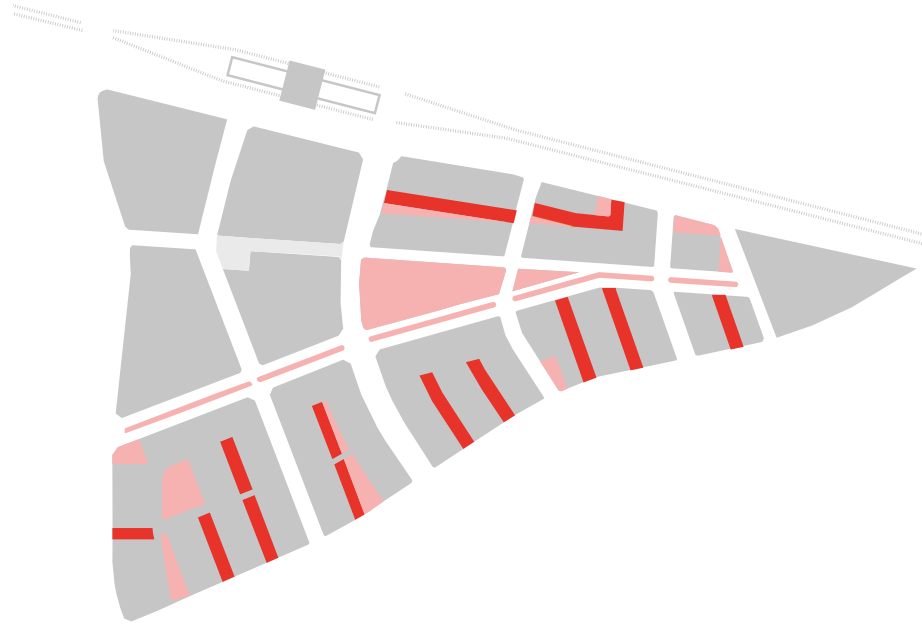
Principle 9
Built form tailored to define key streets and corners particularly in the Town Centre core



Figure_1.14. Principle 10

Principle 10

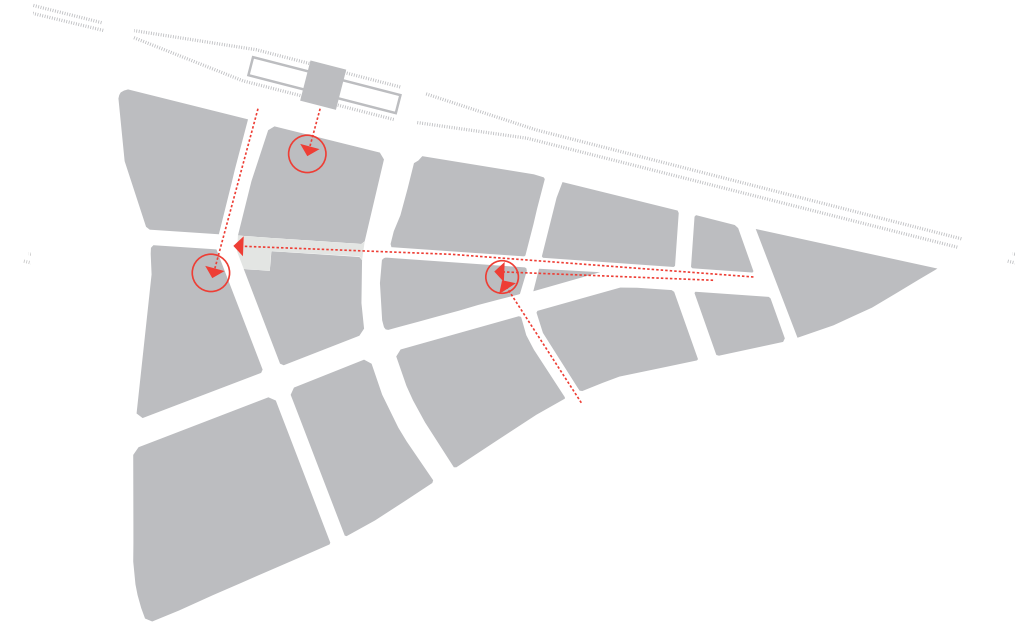
A mix of community, social and entertainment uses in the heart of the Town Centre



Figure_1.15. Principle 11

Principle 11

Neighbourhoods focused around low traffic, low-speed shared zones and pocket parks and community facilities



Figure_1.16. Principle 12

Principle 12

Clear lines of sight terminating at civic / community uses and / or architectural landmarks

The Master Plan

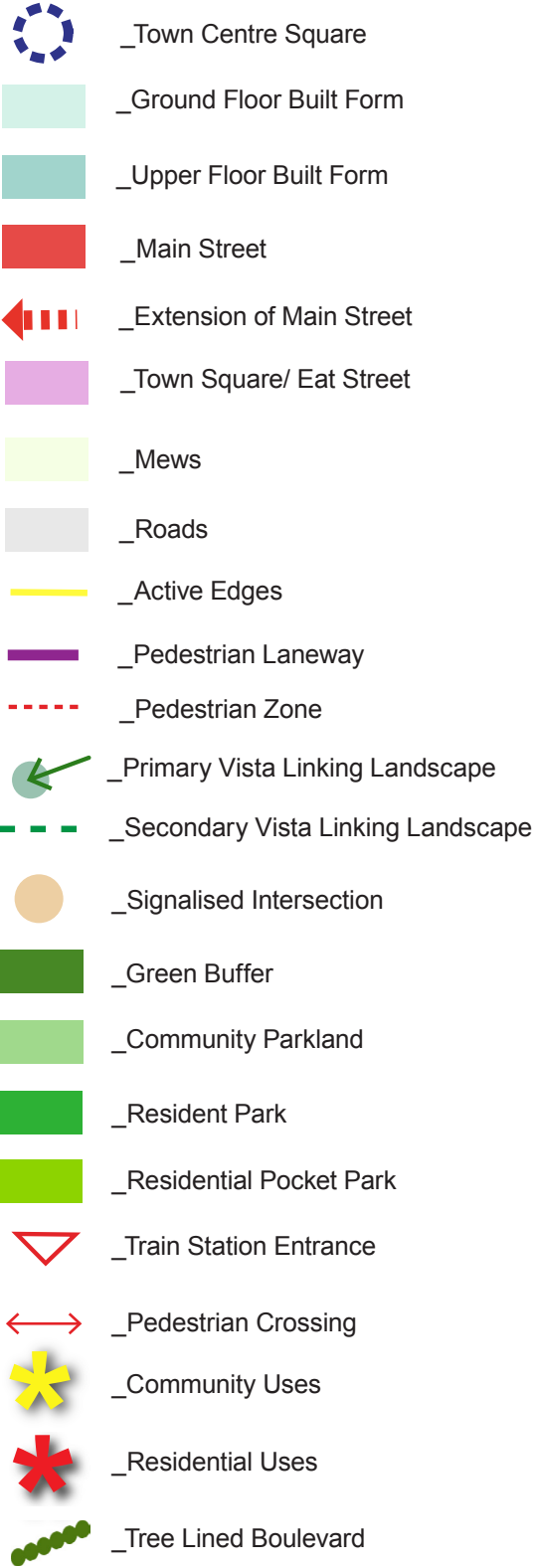
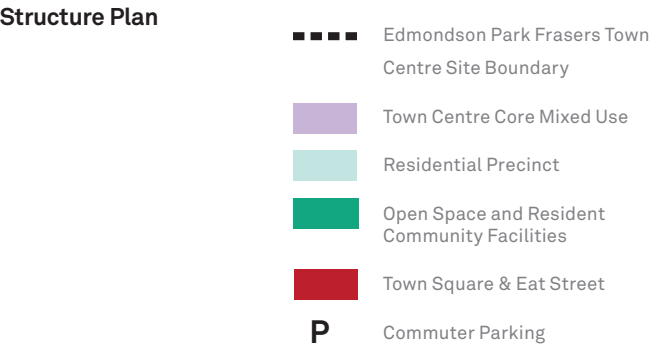
The master plan for Edmondson Park Frasers Town Centre is structured around the key defining urban design principles to create a compact, mixed-use, safe, and well-connected walkable and cyclable Town Centre Core directly adjacent to the Edmondson Park rail/bus interchange.

Central to the structure is a focus on creating a healthy living community incorporating all aspects of wellbeing – physical, mental and social. A diversity of community and day-to-day living uses, pedestrian friendly Main Street, multi-functional public spaces and direct connections to the surrounding landscape via green spines, have been incorporated into the master plan to achieve this vision.

- Key features of the Master Plan include:**
- _A traditional north-south Main Street providing direct connection to the bus/rail interchange to the north and residential precinct to the south. This will be the main urban spine through the Town Centre core lined with mixed use, fine grain active frontages and shop-top housing.
 - _A key principle of the retail Town Centre design is that the retail outlets be accessed off a variety of street and laneway connections.
 - _A multi-functional, north oriented Town Square at the heart of the Town Centre Core directly accessed off the Main Street and activated by “The Pavilion@ Edmondson Park” a family-friendly food and entertainment establishment.
 - _Higher density apartment living in the Town Centre core.
 - _Attached medium density living to the east and south of the Town Centre core centred around the creation of a healthy, communal and playful neighbourhood environment.
 - _An east-west vegetated Greenway linking areas of open green space and extending the Cumberland Plain woodland vegetation into the precinct.
 - _A legible and well defined street hierarchy establishing clear lines of sight to open space, civic uses, or architectural landmark features. Each street type has its own unique character to strengthen wayfinding and sense of place.
 - _Direct connections to the existing and planned surroundings.



Figure_1.17. Structure Plan





EDMONDSON PARK FRASERS TOWN CENTRE ILLUSTRATIVE STRUCTURE PLAN

HASELL
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ILLUSTRATIVE DESIGN SCHEME FOR INFORMATION ONLY

ILLUSTRATIVE DESIGN SCHEME FOR INFORMATION ONLY
Figure_1.18. Illustrative Structure Plan

Precincts



Figure_1.19. Site Plan (Area A)

Introduction

Area A - Town Centre Core, is the retail, commercial and community heart of the precinct, combining a mix of active uses with residential apartment living above. It will be the predominate retail and commercial precinct in the Edmondson Park South development area.

The Town Centre Core is structured along a north-south Main Street with the Town Square at the centre. The Main Street provides a direct link from Edmondson Park Train Station into the precinct, and continues south to link with the southern residential precinct. Main Street is transected by an important east- west Urban Street which knits the Town core to the residential precinct in the east and adjoining community and regional parks.

The Town Centre Core supports higher densities and heights, with a centrally located residential tower. Variation in the built form, its heights, materials, uses, architectural expression, etc. contributes to the diversity and activity of a vibrant mixed use village style centre.

Town Centre Core Precinct



Figure_1.20. Artist's Impression of the potential look and feel of an active laneway



Shared Spaces (pps.org)



Markets (visitmadeira.pt)

Commercial and Retail

A variety of commercial and retail choices will be provided in the Town Centre Core to cater for the needs of the community and promote an active town centre. The mix of shops and commercial venues may include specialty and convenience shops, supermarkets, department stores, a fresh food market hall, gymnasium, medical centre, child care centre, cinemas and a family-friendly food and entertainment venue - 'The Pavilion@Edmondson Park.'

Retail uses can be easily accessed off an active main street, including the entrance to the primary retail units. Food and beverage and other entertainment options will typically be accessed off the Town Square and pedestrianised 'eat-street.' A finer grain laneway network connecting back to the Main Street and 'Eat-Street' also provides additional opportunities for retail and commercial uses.

While commercial and retail uses are typically located at ground level, opportunities exist for upper level commercial use, particularly opposite Edmondson Park Train Station, to increase passive surveillance and activity into the night.



Figure_1.21. Artist's Impression of the potential look and feel of the Town Square

Community
Edmondson Park Frasers Town Centre will be committed to improving the convenience, health, and social activities for both residents and visitors.

Featured in the Town Centre will be a variety of health and community facilities, including a medical centre, gymnasium, child care centre, multi-purpose community building and Town Square. Each community use will be located within the heart of the Town Centre Core or directly opposite the Edmondson Park transport interchange.

In addition, a Market Hall will be the contemporary 'town hall,' or civic building of the town centre and will be directly linked to public spaces and laneways. The Market Hall offers the opportunity to celebrate the region's history as the food bowl of Sydney and will provide a range of retail experiences and social activities.



Apartment Precedents (Frasers Property)



Shared Street Space (Frasers Property)

Residential
Residential apartments exist within the Town Centre Core and contribute to the creation of a truly mixed use centre where people live, work, socialise and shop. These uses also help create round-the-clock usage and activation increasing the sense of safety and surveillance into the night.

- _ Residential apartments to the edges of the town centre ensure articulated and activated facades along key streets.
- _ A landmark tower is proposed for the corner of Main Street and Urban Street fronting Town Square acting as an urban marker to Edmondson Park Station.
- _ Shop top housing will be provided along the main street and help provide natural surveillance and activation along the main spine of the Town Centre Core.
- _ Ground level residential may exist along Bernera Road and Urban Street in the north-west quadrant, and along sections of Greenway and Soldiers Parade in the other three quadrants. These uses help provide habitable edges to otherwise inactive loading dock and carpark frontages.



Figure_1.22. Artist's Impression of the potential look and feel of the Town Centre Core

Built Form & Scale
The scale of built form supports the future character desire of the South-West Growth Corridor which supports strategic density within walking distance of major transport infrastructure as is the case in Edmondson Park. The built form is used to frame the public domain and the main 'spine' of the Town Centre formed by Main Street with a series of vertically, highly, articulated buildings which combine uses in a dynamic and vibrant manner.

A landmark tower is proposed for the corner of Main Street and Urban Street fronting Town Square acting as an urban marker to the Town Centre Core.

Built form and scale along Henderson Street within the north-east quadrant largely addresses Edmondson Park Station and as such gives presence to the Town Centre core and in particular the start of Main Street.

The south-east portion of the site houses the articulated form of the Market Hall which acts as the 'civic building' at the Town Square and Soldiers Parade. This built form and scale responds to the laneway character of the alfresco precinct formed by Eat Street, provides an animated edge to Main Street and also introduces a visual dialogue with the Community Park to the east.

The built form in the south-west quadrant responds in scale and form not only to reinforce the streetscape along The Greenway but also to recognise the topographical changes along Bernera Road.

In the north-west quadrant, the scale and built form responds to the more intimate character created by ground floor residential uses along Urban Street. The built form scale here also provides a framing of Main Street.

Precincts



Figure_1.23. Site Plan (Area B)

Introduction
Area B - Residential Precinct, characterises a mix of medium density housing typologies to accommodate a variety of community housing needs, including multi-dwelling townhomes (mews housing), studio dwellings, and terraces. A wider range of medium density housing typologies could be developed within this precinct, including, but limited to the typologies listed above. This precinct also has the potential to support residential flat buildings in appropriate locations such as adjacent to the rail line and town centre core.

This precinct is structured around a number of publicly accessible spaces, including shared neighbourhood streets (*the Mews*), community park, pocket parks, resident club EP facilities, and direct access to surrounding regional parks to supplement the private open space and help create a sense of community with a focus on health and wellbeing.

Residential Precinct



Figure_1.24. Artist's Impression of the potential look and feel of Greenway

Typology Type 1 - Terrace Housing
The Terraces will comprise a mix of three and four bedroom terraces, either two or three storeys in height, with an option for four storeys where there is a home office component on the ground floor.

Individual, self-contained studio dwellings may be located above the rear garages and will have their own access from the rear street. Car parking for the terraces will also be accessed from the rear, with front door access from the front. A central private courtyard separates the garage and studio above from the terrace dwelling.

The Terraces are generally either fully or semi-attached. They are organised in short runs, which break to provide visual and physical connections from the residential precinct to Greenway and Town Centre Core and community park to the north.

The architectural treatment and detail of the Terraces also varies between dwellings to increase diversity. A zone for building articulation will also reduce bulk, and increase opportunities for architectural expression.



Figure_1.25. Artist's Impression of the potential look and feel of the Mews

Typology Type 2 - Townhomes (Mews Housing)

The Townhomes will feature an innovative housing type that will allow for increased density without increasing building scales. They will typically front shared neighbourhood streets (*the Mews*) or pocket parks, with internal car parking accessed from the end via a shared driveway.

The Townhome typology typically includes a single-level one and two bedroom dwelling on the ground floor with car parking behind, with two storey three and four bedroom dwellings location on the first and second floors.

All Townhome residences will have a front door to the Mews giving each an individual address improving the sense of identity and ownership of 'your own home' within the urban neighbourhood.

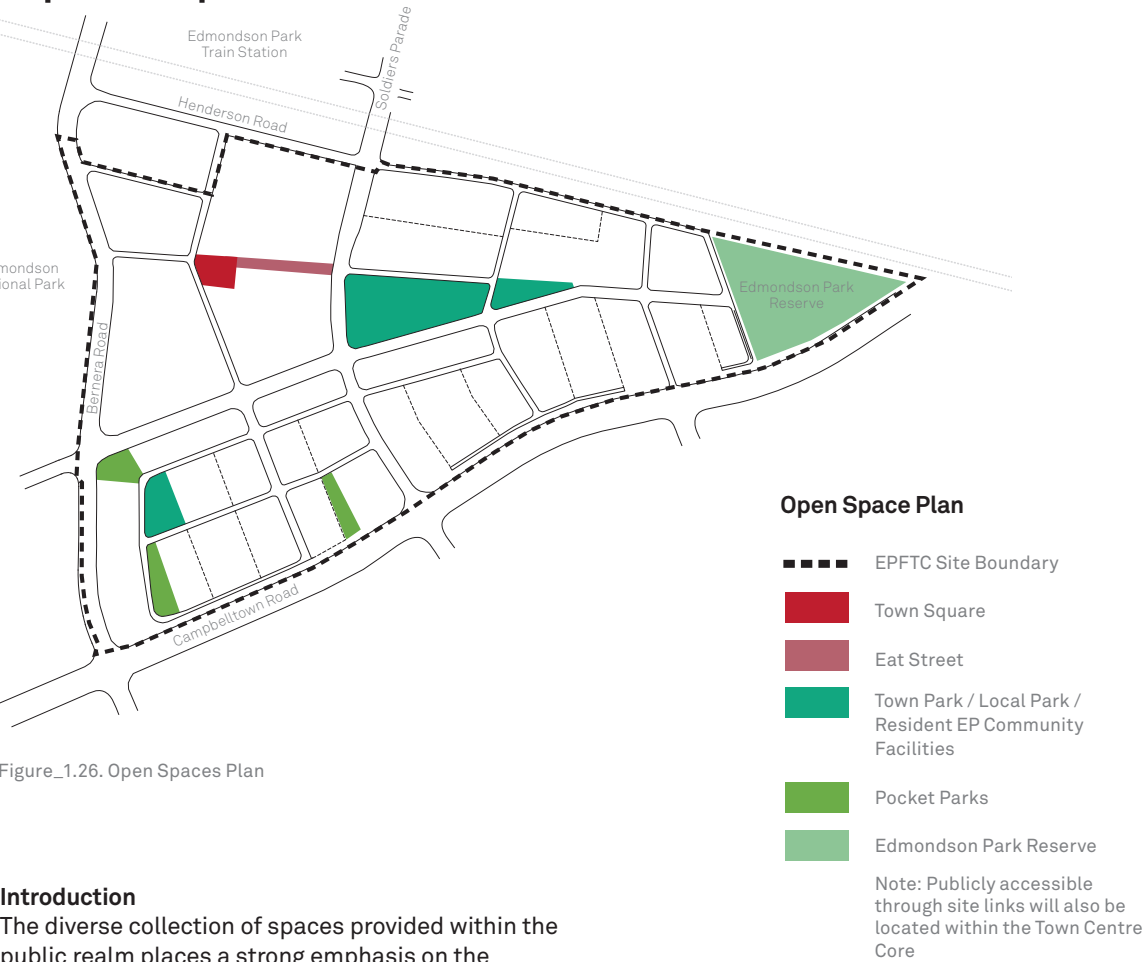
The built form of the Townhomes will generally be three storeys in character with slight variations in height between modules to provide relief and diversity.

The architectural treatment and detail of the Terraces, including front fences, gates and screening, also varies between dwellings to increase diversity. A zone for building articulation will also reduce bulk, and increase opportunities for architectural expression.

Built form at corners, particularly along Campbelltown Road, will address both frontages with balconies and windows providing opportunities for natural surveillance.

View corridors and pedestrian links from the Mews through to both the Town Centre Core and Campbelltown Road are achieved to increase permeability, walkability, and safety through design.

Open Spaces



Figure_1.26. Open Spaces Plan

Introduction
The diverse collection of spaces provided within the public realm places a strong emphasis on the outdoors, recreation and social engagement.

The urban fabric of Edmondson Park will provide playful spaces for people of all ages to come together - to stop, slow down and engage with the environment and each other.

Passive and active recreation, playfulness, colour and whimsy will be scattered throughout the public domain.

Town Centre Core



Figure_1.27. Public open space 3D diagram within the Town Centre Core

Edmondson Park Frasers Town Centre core is comprised of four key pedestrian zones, each with their own character and function. Each of these zones will be focused on the creation of active, vibrant pedestrian spaces. The four key zones include:

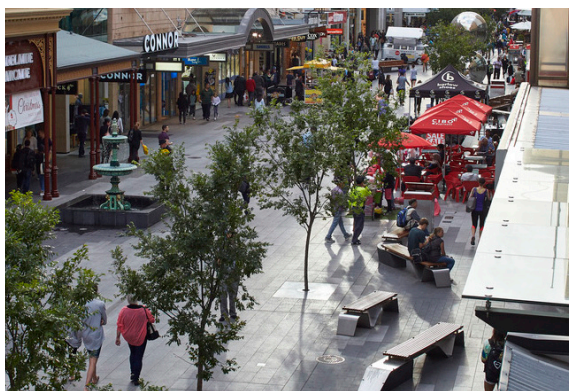
- _Town Square
- _Eat Street
- _Main Street
- _Internal spaces including the Market Hall and shopping / alfresco laneways

Town Square
Approximately 500 square metres in size, the Town Square will be alive day and night - providing an array of opportunities for play and social activities for people of all ages to come together. Elements of play, water features, outdoor dining, seating, shade and shelter are some of the features that will characterise the space.

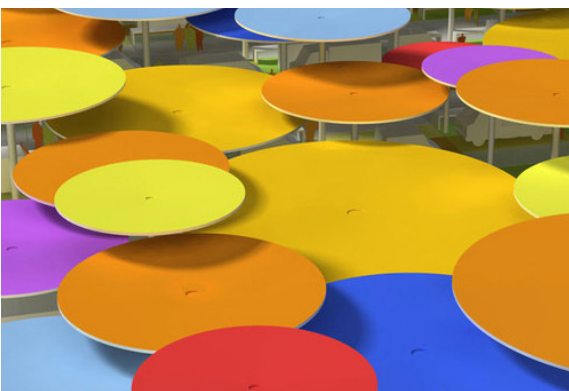
Eat Street
Adjacent to the Market Hall, linking the Town Square and Town Park is 'Eat Street'. This pedestrianised street is lined with outdoor dining and features a central activation zone with integrated play and seating.

Main Street
Main Street will be the Town Centre's spine, providing direct north-south connection from Edmondson Park Train Station to the Residential Precincts and Town Centre Core. The street will be a pedestrian friendly, vibrant environment lined with finely grained, mixed use active frontages.

Internal spaces including the Market Hall and Shopping / Alfresco Laneways
A permeable, active network of laneways link the Market Hall into the heart of the Town Centre Core.



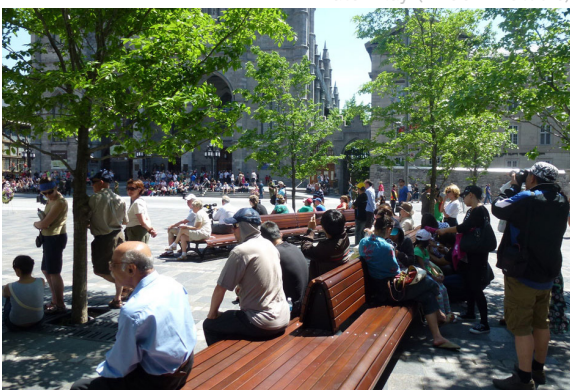
Eat Street (HASSELL Studio)



Town Square (archit3r.com)



Water Play (HASSELL Studio)



Town Square (landezine.com)



Concept image - view looking south across Town Centre Square

Residential



Figure_1.28. Residential Plan

Town Park West

The Town Park West will be a place for visitors and residents to enjoy. It shall include informal sports and activity zones, multiuse court, and playground.

Town Park East

In Town Park East and Local Park residents will enjoy two community buildings Frasers Property Australia have called Club EP potentially accommodating swimming pools, tennis courts, meeting rooms and activity areas. These buildings and spaces are where people meet, interact and get to know each other. They build a sense of cohesion within an otherwise diverse community.

Local Park

The Local Park shall be a resident facility, offering community recreation for gathering and play, which may include; swimming pool, multiuse court, group gathering zones, BBQ and playground.

Neighbourhood Street (the Mews)

Community Title

The mews are shared neighbourhood spaces, allowing for limited, low speed vehicle movement, parking for residential visitors, trees and landscaped areas. They are an extension of private open spaces into shared, pedestrian-prioritised spaces where people are able to interact and children can play safely within the confines of their home environment. This space will have flush kerb lines, with landscape and paving delineating different areas for vehicular movement and parking.



Pocket Parks

A small pocket of open space respite for residents. A place to walk and enjoy the outdoors while children swing, skip and jump through the natural playground.

Gateway Parks

A landmark entry, marked by a cluster of beautiful existing eucalypts with entry signage opportunities. A place for shaded respite - for reading on a bench or on the grass.

Edmondson Park Reserve

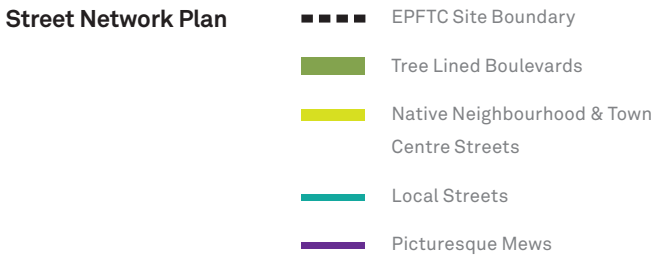
This reserve will provide a large, informal recreation space for activities such as bicycle trails, kick about facilities, BBQs, picnic spots and dog tracker trail.

Connectivity

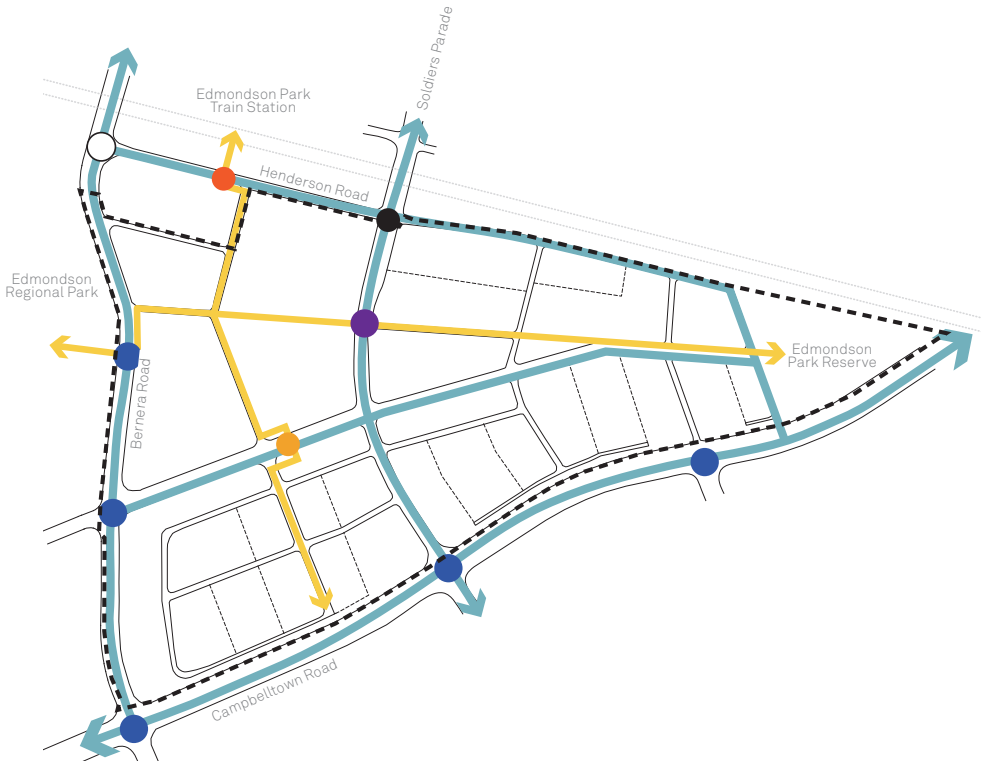
Introduction
Pedestrian and cyclist priority is paramount to a successful and functioning Town Centre. A legible grid based street network with clear lines of sight connecting key uses and destinations, including, the bus/rail interchange, the Main Street, Town Square, community facilities, schools, surrounding precincts and parks will be delivered to encourage walking and cycling across the Town Centre.



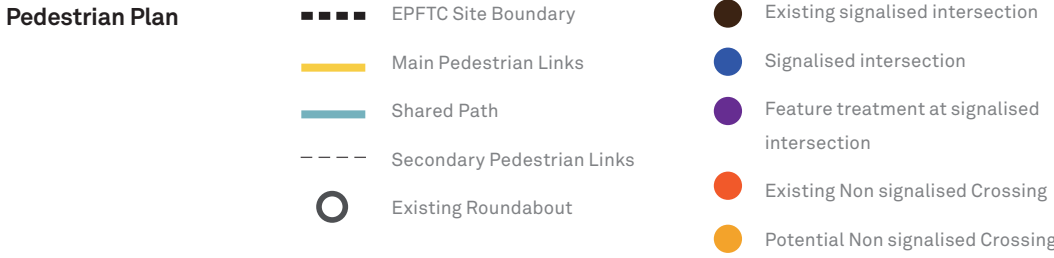
Figure_1.29. Street Network Plan



Street Network
A clear road hierarchy each with its own unique character has been established across the precinct to strengthen wayfinding, sense of place and function. Primary pedestrian streets, including the Main Street (urban) and Greenway (landscape) provide the main north-south and east-west pedestrian and cycle connections through the Town Centre. Each has been designed to have a dual function. Not only will they function as movement corridors, but will function equally important as destinations.



Figure_1.30. Pedestrian Plan

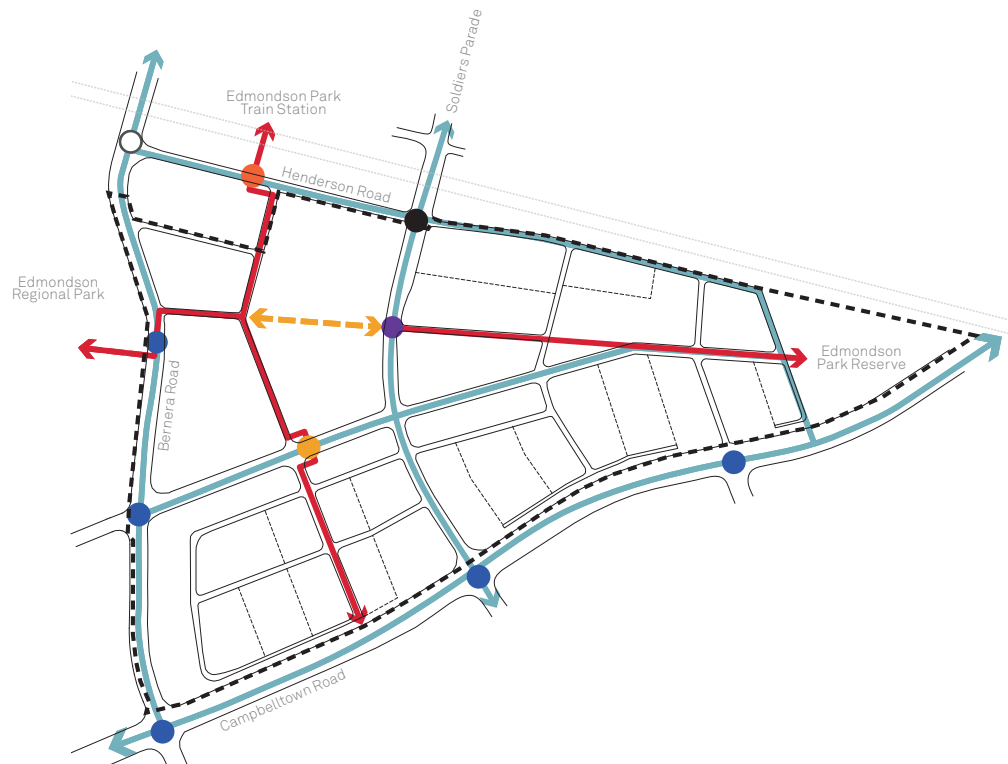


Pedestrian Network
An integrated pedestrian network will link key activities and surrounding areas, community facilities, and open space to the town centre and station. A network of shared paths, footpaths and a secondary network of laneways and pedestrian links, creates a highly permeable town centre structure.

Pedestrian routes will be complete with appropriate lighting, signage, shade, natural surveillance, human scaled built frontages and a well designed public domain to create an attractive, safe and comfortable walkable environment for all ages.

The Town Centre Core is structured around the Main Street in the north-south direction and the Eat Street in the east-west direction. The Eat Street will be a pedestrianised street, providing a strong east-west connection between the heart of the Town Centre and Town Park and residential precinct to the east.

Signalised intersections and crossing at key locations provide safe connections between the Town Centre Core, Town Square, residential precincts, and surrounding areas.



Figure_1.31. Cycle Plan

Cycle Plan

- | | |
|---|---|
| --- DCP Town Centre Site Boundary | ● Existing signalised intersection |
| — Shared Path | ● Signalised intersection |
| — On Road shared vehicle/cycle
(Car & Cycle Marked) | ● Feature treatment at signalised
intersection |
| - - - Shared pedestrian/cyclists
(Cycle & Pedestrian Unmarked) | ● Existing Non signalised Crossing |
| | ● Potential Non signalised Crossing |

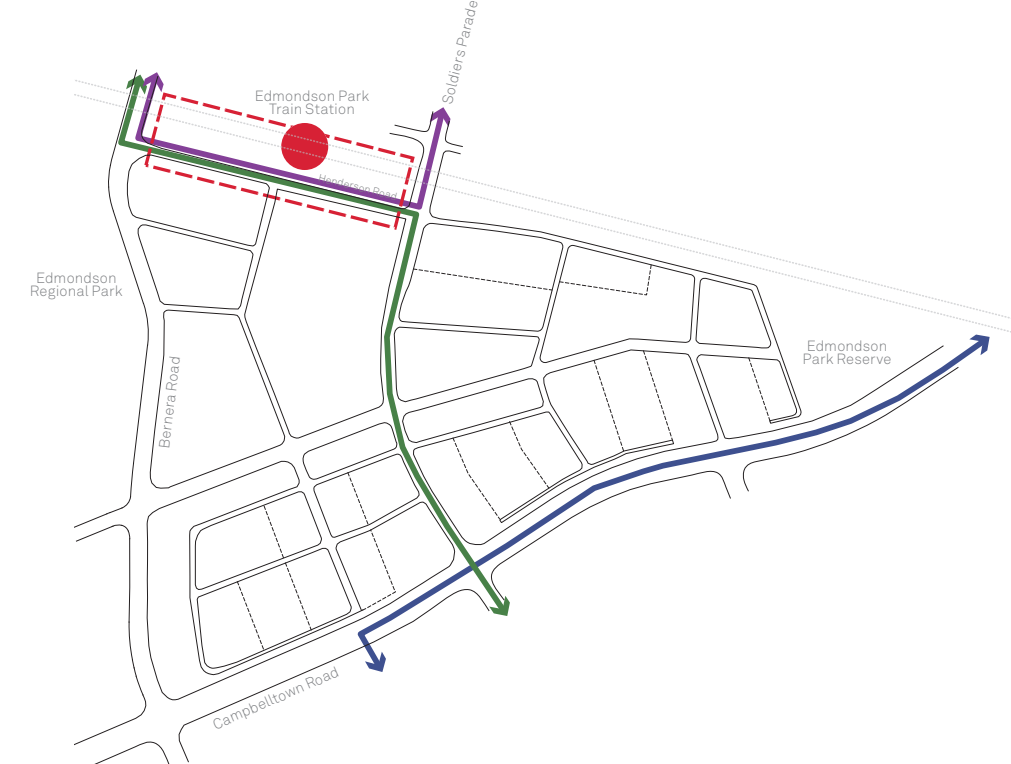
Cycle Network

An integrated cycle network will link key activities and surrounding areas, community facilities, and open space to the town centre and station. Off-road shared paths connect the town centre with the surrounding neighbourhoods.

Cyclist routes will be complete with appropriate lighting, signage, shade, natural surveillance, human scaled built frontages and a well designed public domain to create an attractive, safe and comfortable cyclable environment for all ages.

In the town centre, the street design facilitates cyclists to travel on-road, sharing the carriageway with vehicles. The eat street will be a shared pedestrian/cycle zone and will allow occasional, slow cycle movements.

On-street bike parking will be distributed around the precinct, particularly within the Town Centre Core and community parks.



Figure_1.32. Public Transport Plan

Public Transport Plan

- | |
|----------------------------|
| — Bus Route Stage 1 |
| — Bus Route Medium Term |
| — Bus Route Long Term |
| - - - Bus/Rail Interchange |

Public Transport

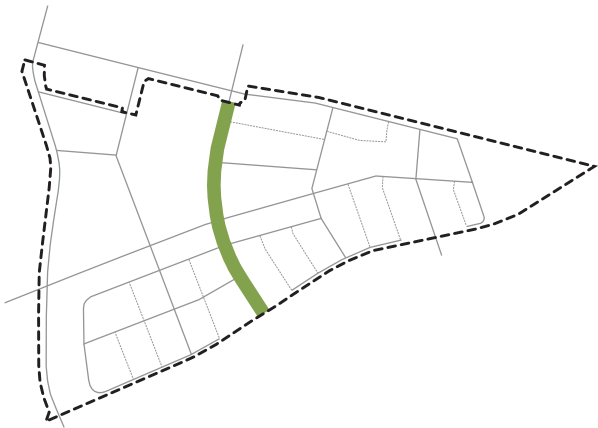
Edmondson Park Frasers Town Centre will be well serviced by public transport. A new rail station - Edmondson Park Station - sits directly to the north of the new Town Centre. The rail line provides a key link to major employment centres including Liverpool, Parramatta and the Sydney CBD. Edmondson Park Train Station is expected to be connected to the future airport at Badgery's Creek.

Local buses interchange at Edmondson Park Rail Station and provide public transport connections to surrounding suburbs.

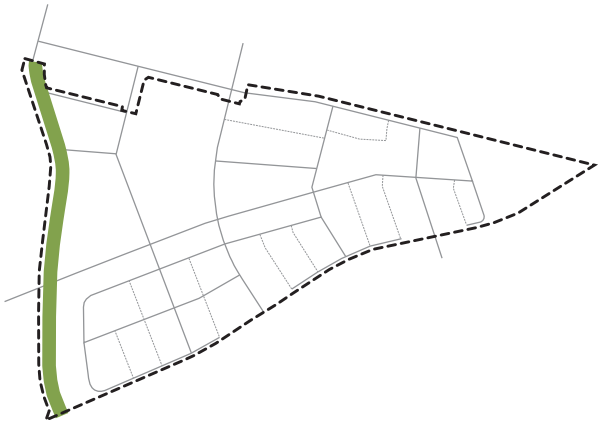
Street character

Three categories of street typologies has been established for the street network across Edmondson Park Frasers Town Centre. Indicative cross sections illustrate the potential configuration of each of the different street types.

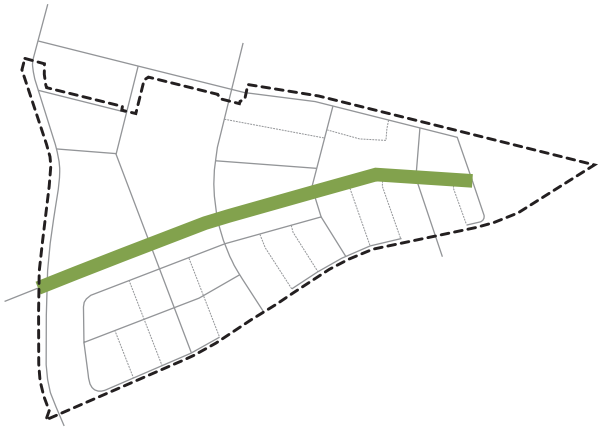
Tree Lined Boulevards



Figure_1.33. Tree Lined Boulevard - Soldiers Parade

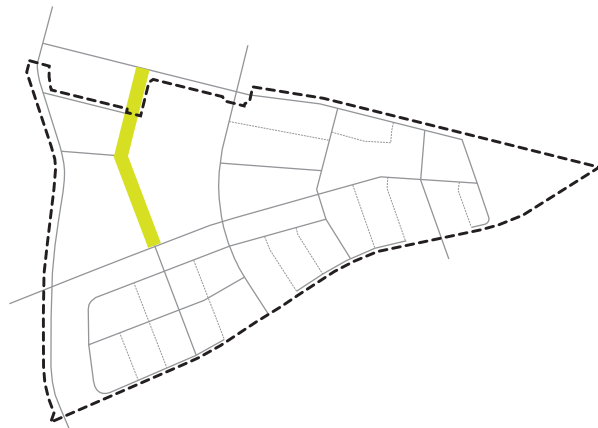


Figure_1.34. Tree Lined Boulevard- Bernera Road

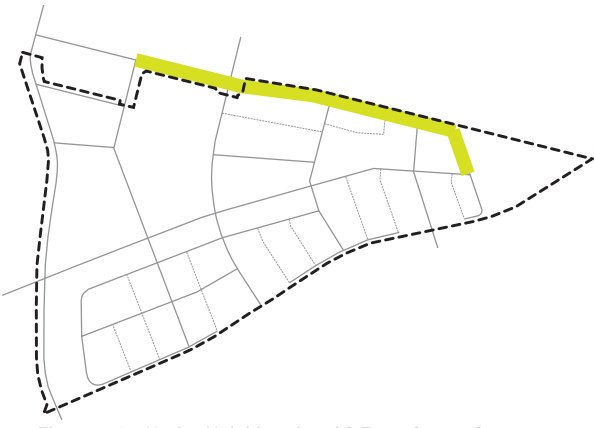


Figure_1.35. Tree Lined Boulevard - Greenway

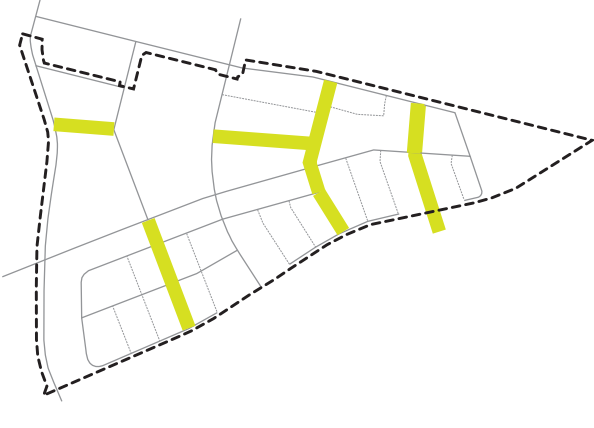
Native Neighbourhood & Town Centre Streets



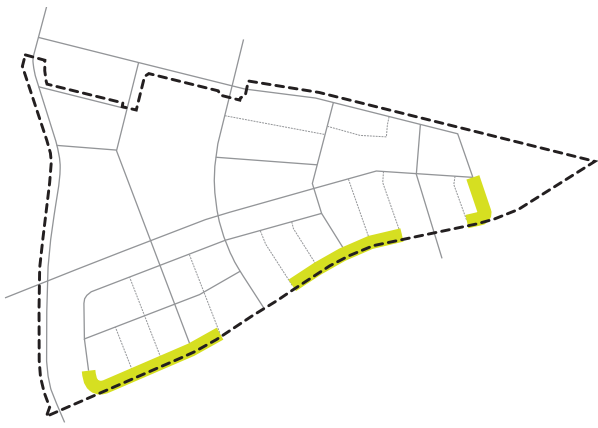
Figure_1.36. Native Neighbourhood & Town Centre Streets - Main Street



Figure_1.37. Native Neighbourhood & Town Centre Streets - Town Centre Street

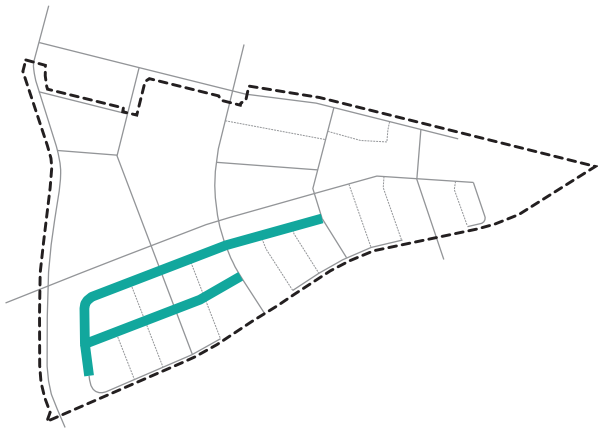


Figure_1.38. Native Neighbourhood & Town Centre Streets - Street Type 1 & 2



Figure_1.39. Native Neighbourhood & Town Centre Streets - Service Lane

Local Streets



Figure_1.40. Local Streets

Tree Lined Boulevards

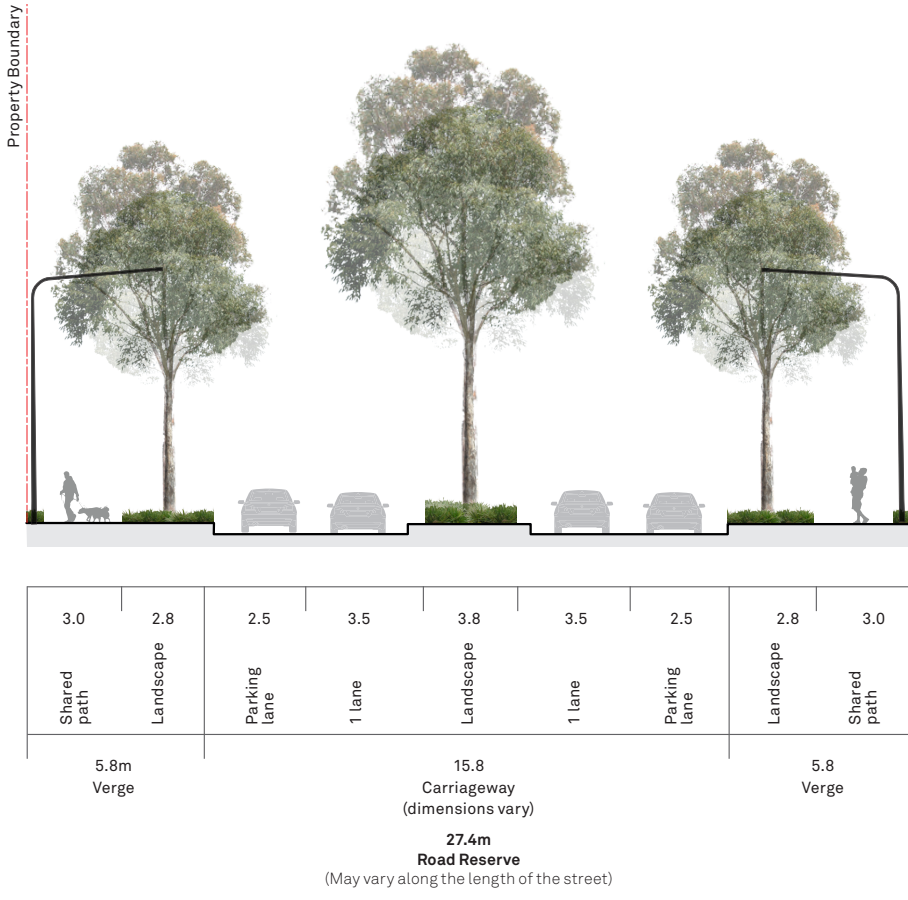


Figure_1.41. Section - Bernera Road

Bernera Road - Indicative Section
Bernera Road is a regionally important road, connecting and providing access to the Town Centre from surrounding residential areas.

Located adjacent to bushland, Bernera Road has an avenue of tree planting and a shared pedestrian/ cycle path along the park edge.

Traffic lanes are proportioned to allow for the higher speed movement of vehicles and access to and from basement parking in the town centre.



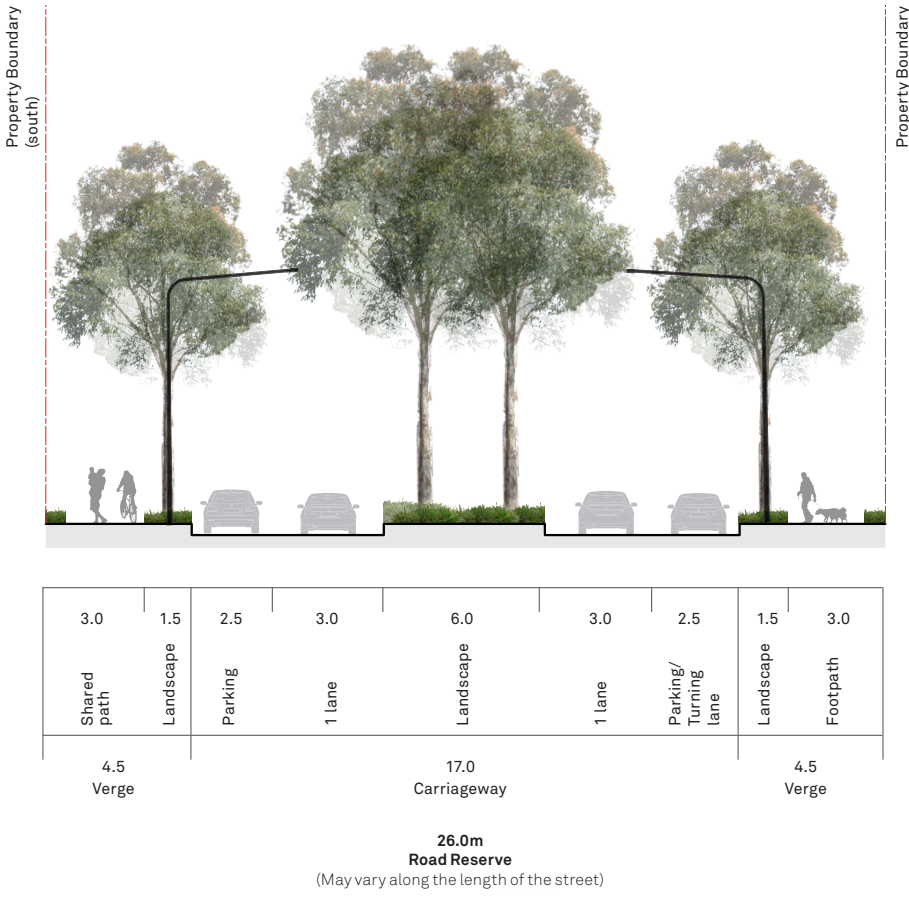
Figure_1.42. Section - Soldiers Parade

Soldiers Parade - Indicative Section
Soldiers Parade is an existing road that provides access to the Town Centre from surrounding residential areas.

Traffic lanes are proportioned to allow for higher speed of movement and access in and out of Town Centre Core basement parking/ loading points.

An avenue of trees shall provide shade to wide footpaths and on-street bicycle lanes, linking to Edmondson Park Train Station interchange.

In order to increase street amenity, there is an opportunity to modify the street reservation and introduce a centrally planted median.



Figure_1.43. Section - Greenway

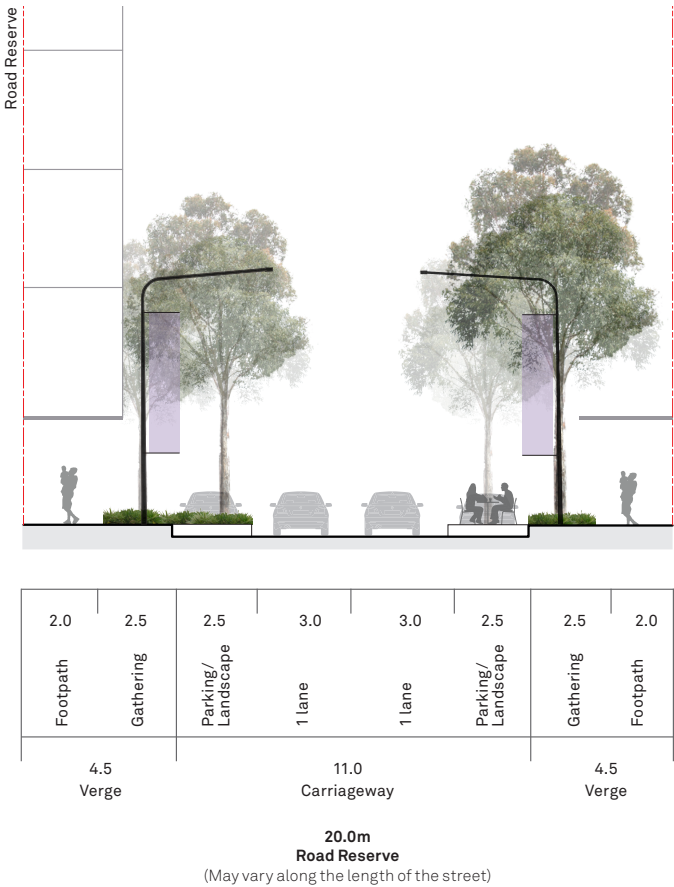
Greenway - Indicative Section
Greenway will become a grand boulevard, connecting Cumberland Plain Woodland from Edmondson Regional Park to Edmondson Park Reserve.

The generous east-west Greenway, lined with native street tree planting, provides an extension of the surrounding native landscape into the town centre. This landscaped boulevard provides a direct movement corridor for pedestrians, cyclists and vehicles.

Traffic lanes are proportioned to allow for movement of larger vehicles and access to and from major streets such as Bernera Road and Soldiers Parade.

The Greenway has a generous planted median, as well as street trees, parking and shared cycle/ pedestrian path along the southern edge.

Native Neighbourhood & Town Centre Streets



Figure_1.44. Section - Main Street

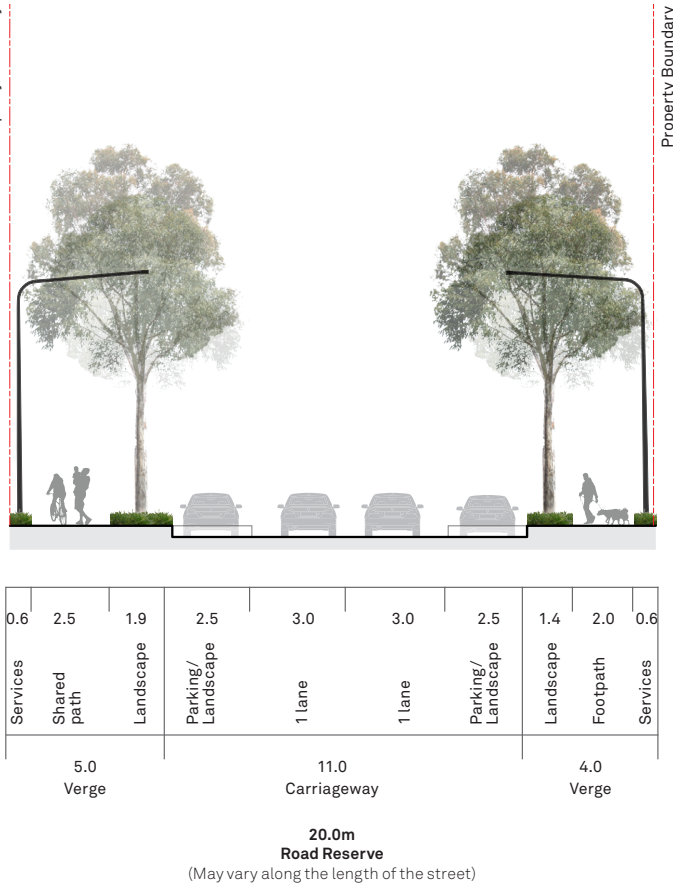
Main Street - Indicative Section

Main Street will become the Town Centre's spine, providing direct north-south connection from Residential Precincts and Town Centre to Edmondson Park Train Station.

The street shall be a pedestrian friendly environment lined with finely grained, mixed use active frontages.

Wide footpaths provide areas for active street uses including gathering nodes, incidental meeting points, and generous pockets of planting.

Parking is provided in key locations along the Main Street.

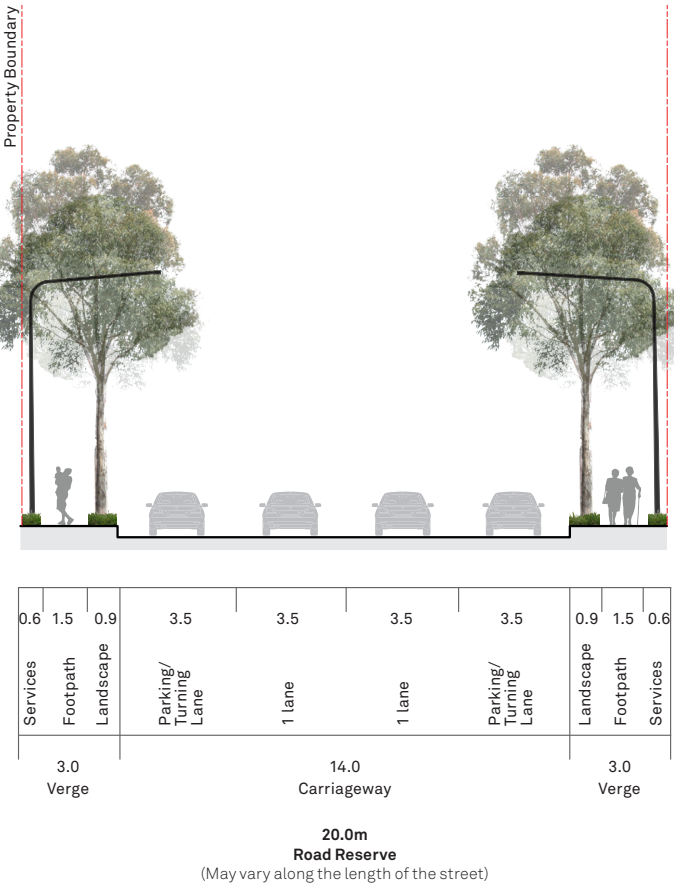


Figure_1.45. Section - Town Centre Street

Town Centre Street Indicative Section

Town Centre Street shall extend west from Henderson Road, acting as the east-west urban spine through the town centre.

This street will link Edmondson Regional Park and the northern residential precinct with the Town Centre Core and Edmondson Park Train Station/ interchange.



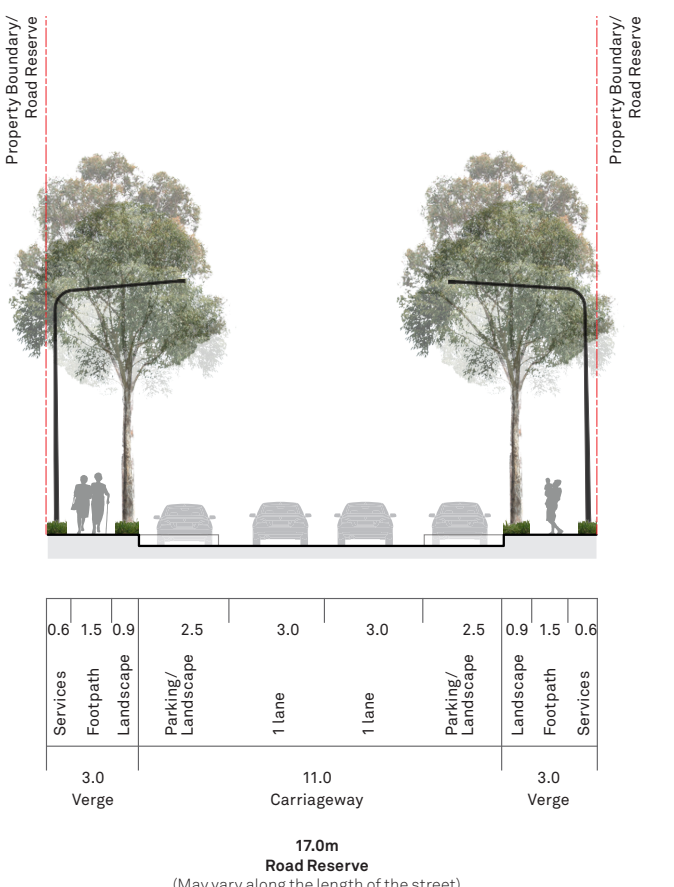
Figure_1.46. Section - Neighbourhood Street (Type 1)

Neighbourhood Street- Type 1 Indicative Section

Neighbourhood streets are the key connections into and through residential areas. These streets will provide a pedestrian-focused environment, with narrower lane widths, smaller scale street trees and opportunities for on-street parking.

This street is wider in its carriageway as it provides a link to Campbelltown Road from the Town Park and adjoining residential streets.

This street shall allow for on-street parking and provide additional turning lanes for access to/from Campbelltown Road.

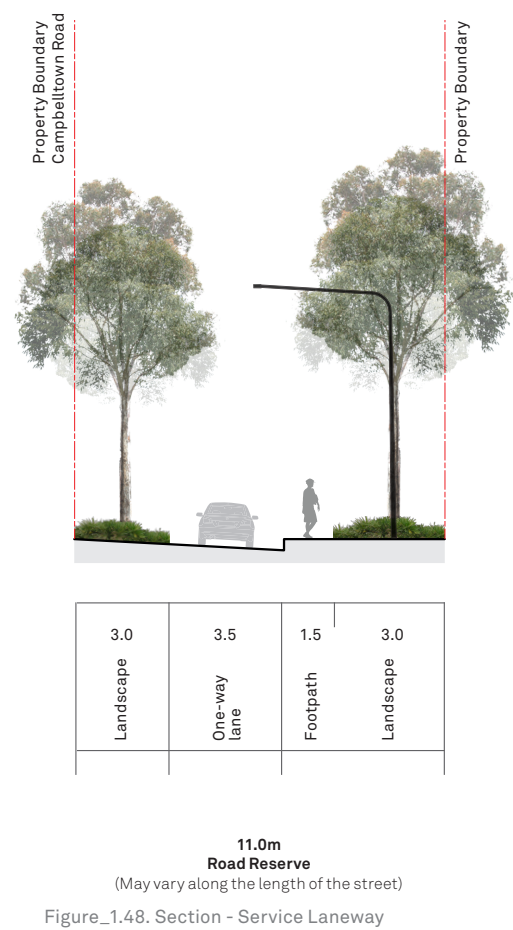


Figure_1.47. Section - Neighbourhood Street (Type 2)

Neighbourhood Street - Type 2 Indicative Section

Neighbourhood streets are the key connections into and through residential areas.

These streets will provide a pedestrian-focused environment, with narrower lane widths, smaller scale street trees and opportunities for on-street parking.



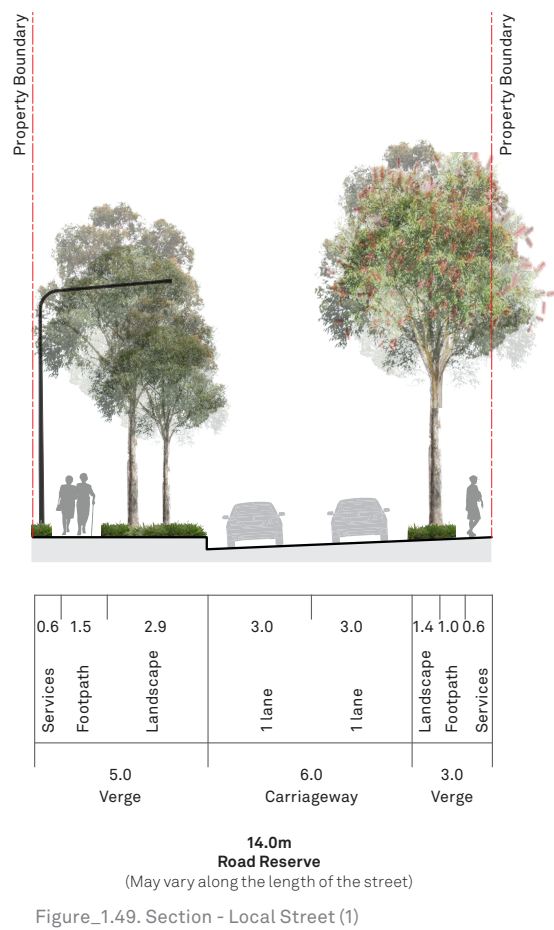
Figure_1.48. Section - Service Laneway

Service Laneway (adjacent to Campbelltown Road) - Indicative Section

The residential laneway is integrated into the landscape zone along Campbelltown Road, allowing for limited, low-speed vehicular access.

It is a single one-way lane, with a footpath along its northern edge.

Generous planting provides a visual and acoustic screen between residential buildings and Campbelltown Road.



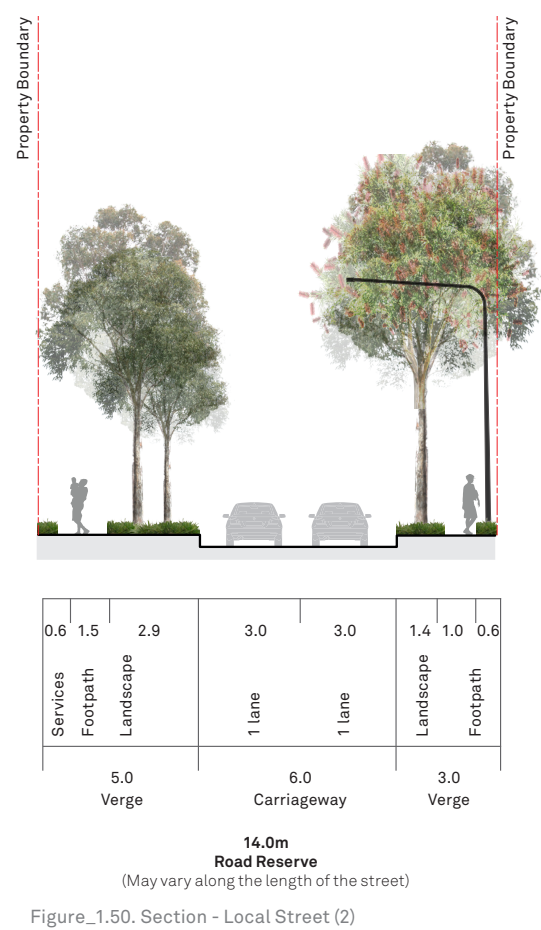
Figure_1.49. Section - Local Street (1)

Local Street - Indicative Section

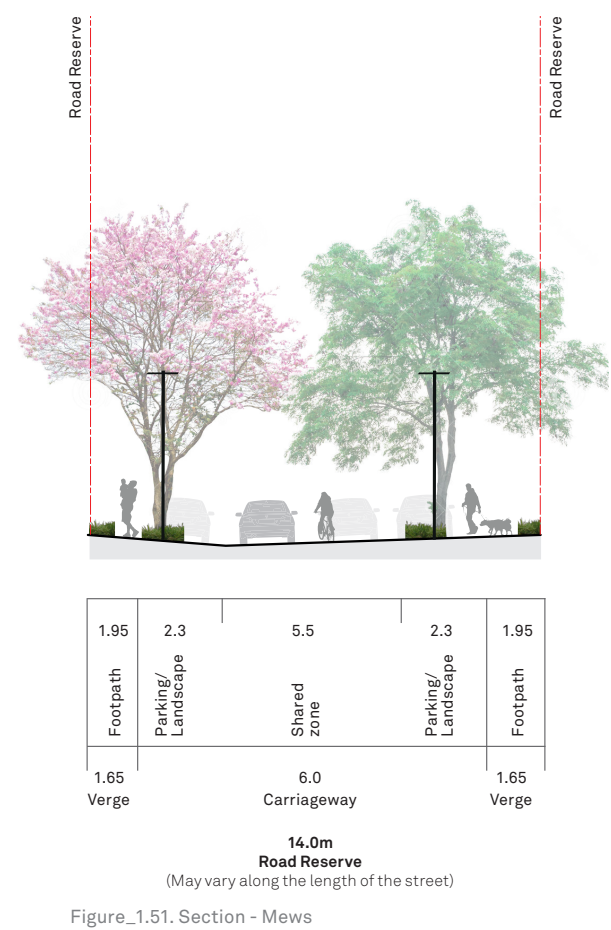
Local streets provide connectivity within residential neighbourhoods.

These streets will be heavily planted with footpaths protected by dappled shade from colourful native street tree planting.

Planting to these streets is asymmetrical. The southern edge of local streets shall include raingardens for WSUD while the northern side shall be planted with native street trees and compact grasses.



Figure_1.50. Section - Local Street (2)



Figure_1.51. Section - Mews

Picturesque Mews - Indicative Section

The mews are shared neighbourhood spaces, allowing for limited, low speed vehicle movement, parking for residential visitors, trees and landscaped areas.

The mews are an extension of private open spaces into shared, pedestrian prioritised spaces where people are able to interact and children can play safely within the confines of their local home environment.

This space will have flush kerb lines, with landscape and paving delineating different areas for vehicular movement and parking.

Street Geometry

Summary

Street intersections along the nominated service vehicle routes are to be designed to accommodate service vehicles (10.5m length) such as the Council garbage truck and a removalist van.

Where possible, street intersections will be designed to encourage a slow-speed environment, while prioritising pedestrians and cyclists. Traffic calming devices, such as landscaped blister treatments, and paved surfaces will exist to help create a walkable environment.

Large kerb radii are undesirable as they discourage vehicles from significantly slowing down to turn the corner and impact on the direct line of pedestrian movement. Large kerb radii and lot splays will be minimised where possible.

A number of intersection types have been developed for Edmondson Park Frasers Town Centre each with the aim of minimising the kerb radii, or increasing landscaped treatments to create a comfortable, and attractive public domain for residents and visitors, while facilitating the appropriate turning circles and drive sightlines.



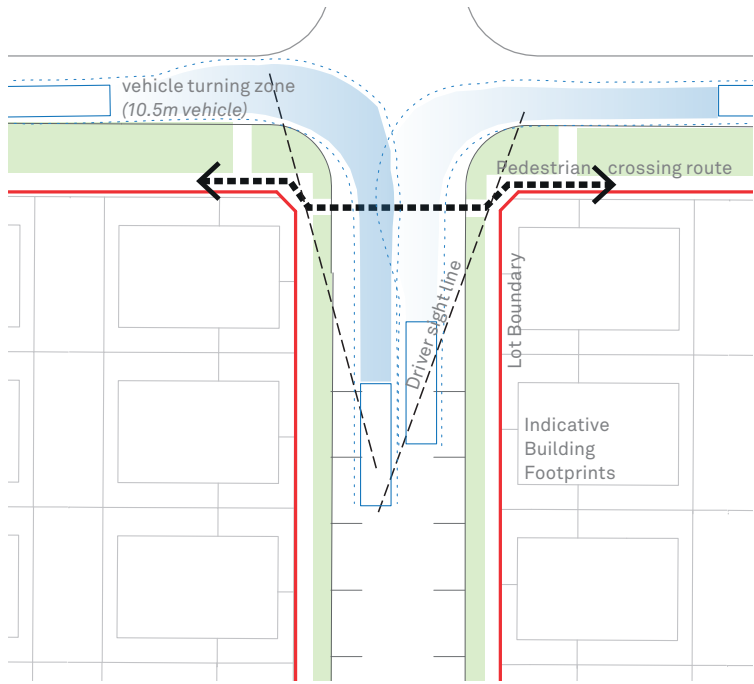
Kelvin Grove, Brisbane (googlemaps.com)



Kelvin Grove, Brisbane (realestate.com)



Street in Chicago, USA



Figure_1.52. Intersection Diagram (1)

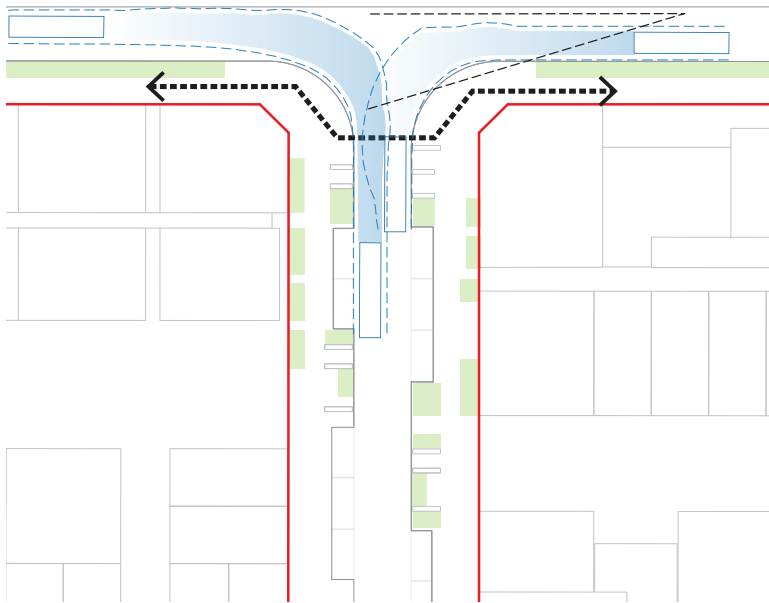
- Lot Boundary
- Indicative soft landscaping zone
- Vehicle Turning Zone (10.5m vehicle)
- Pedestrian Route

Intersection Type 1 Example

The desire of pedestrians is to take the shortest possible route between two points, particularly for the visually impaired. Large kerb radii impact on the direct line of pedestrian movement lengthening the time taken to cross and increasing the risk of dangerous crossing by pedestrians.

Relocating the kerb line to the outer edge of on-street car parking allows for a smaller kerb radii. Reduced kerb radii help to slow vehicles turning the corner. The direct line of travel for pedestrians across the intersection is also improved. Pedestrian safety and convenience is therefore enhanced with this intersection typology.

Minimum lot splays are preferable (providing adequate driver sight lines are maintained, adequate setback from the kerb line is achieved, and services can be accommodated).



Figure_1.53. Intersection Diagram (2)

- Indicative Building Footprints
- Driver Sight Line

Intersection Type 2 Example

Alternatively, the kerb line could extend to the inner line of on-street car parking to create landscaped blister treatments at the intersection and at nominated intervals along the length of the street. Although this creates a larger kerb radii, the landscape treatment will denote a slower speed environment, encouraging vehicles to slow down as they turn the corner.

This intersection typology has the added benefit or reducing the area of hard surface, moderating the micro-climatic condition with soft, landscaped areas, while creating a more attractive public domain.

Minimum lot splays are preferable (providing adequate driver sight lines are maintained, adequate setback from the kerb line is achieved, and services can be accommodated).



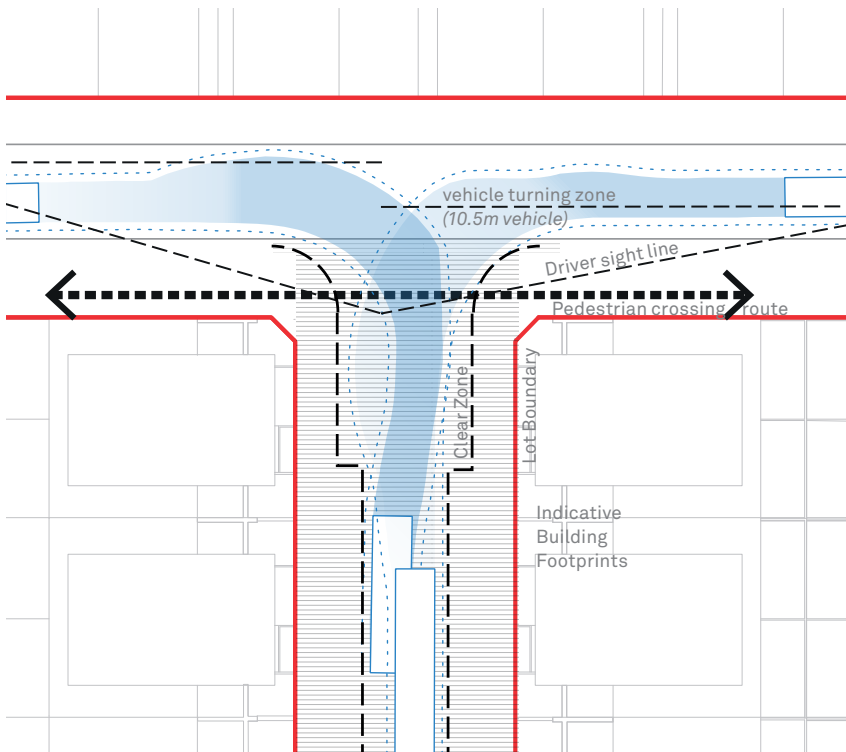
Stokehold Mews, Docklands, Victoria (googlemaps.com)



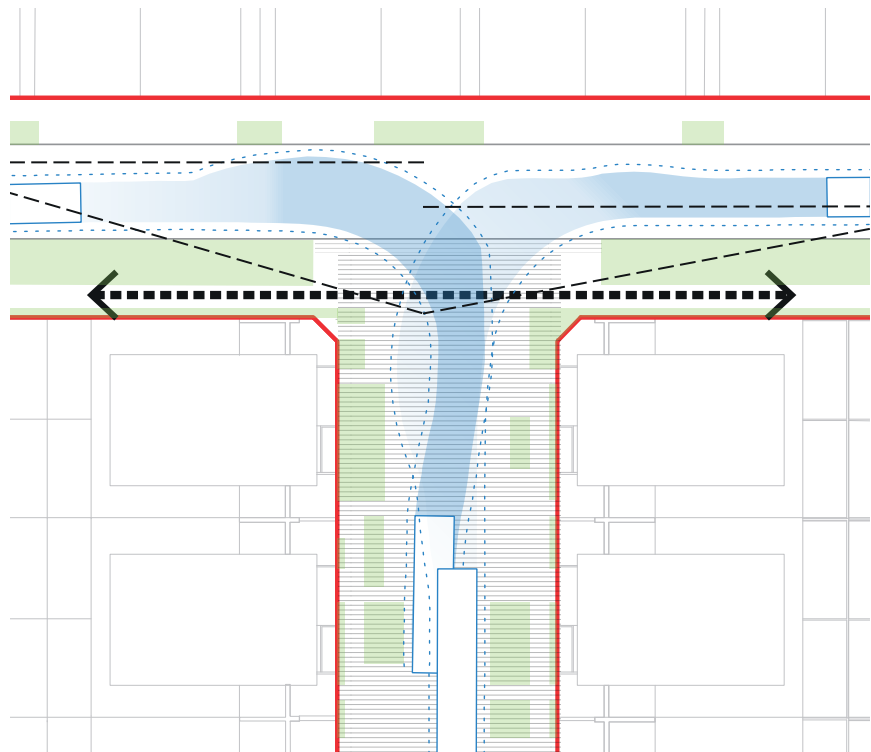
Japanese shared street (courtyardhousing.org)



Dutch woonerf (courtyardhousing.org)



Figure_1.54. Intersection Diagram (3.1)



Figure_1.55. Intersection Diagram (3.2)

- Lot Boundary
- Indicative soft landscaping zone
- Vehicle Turning Zone (10.5m vehicle)
- Pedestrian Route
- Indicative Building Footprints
- Driver Sight Line

Intersection Type 3 Example

The transformation of quiet residential streets into Mews are proposed in the residential precinct between the townhome typologies (where appropriate).

Characteristics of the Mews are:

- _pedestrian prioritised
- _driveway type entry onto raised pavement surface
- _shared neighbourhood spaces, allowing for limited, low speed vehicle movement
- _parking for residential visitors
- _generous landscaped areas
- _landscaping, paving and flush kerb lines delineate different areas for vehicular movement and parking
- _an extension of private open spaces into shared, pedestrian-prioritised spaces where people are able to interact and children can play safely within the confines of their home environment.

The intersection typology is designed to accommodate the 10.5m vehicle's turning circle within the flush pavement treatment of the Mews. Landscape and on-street visitor parking zones will be provided outside of the turning radius zone.

The elimination of kerb radii and level change allows for a seamless transition of pedestrians across the intersection.

Minimum lot splays are preferable (providing adequate driver sight lines are maintained, adequate setback from the kerb line is achieved, and services can be accommodated).



EDMONDSON PARK FRASERS TOWN CENTRE_ ILLUSTRATED MASTER PLAN

Figure_1.56. Masterplan

- A

Edmondson Park transport (rail and bus) interchange
- B

Commuter car park with potential for future built form along Main Street
- C

Child care, fitness centre and service retail, located close to transport interchange and Main Street
- D

Main Street fronted by narrow-frontage retail and commercial spaces, with generous footpaths and street trees, with shop-top housing over for natural surveillance and activation
- E

Edmondson Park Town Square
- F

A sequence of public activities including water play area, raised turf / seating area, space for small performances and outdoor dining
- G

The Pavilion@Edmondson Park, a food and beverage destination for the whole community, including families
- H

Small-scale laneways creating a highly permeable pedestrian network, a diversity of food and entertainment opportunities and smaller spaces for personal interaction
- I

Residential apartments located within the Town Centre to generate round-the-clock usage and activation
- J

Residential apartments to the edges of the Town Centre to ensure articulated and activated façades along key streets
- K

Fresh food market showcasing the best of local and regional produce, providing a range of retail experiences and directly linked to laneways and public spaces
- L

Medical centre located for ease of access to Edmondson park residents
- M

Full-line supermarket, retail and community uses delivered early to ensure an active, safe and convenient Town Centre from day one
- N

Community centre located at the heart of the Town Centre, linking to the Main Street and Town Square
- O

Town Park, including informal sports and activity zones, and playground
- P

Club EP, adjacent to local park, including fitness equipment, playground, pool and community room for residents
- Q

The Greenway, the major east-west connector of the Town Centre, with a canopy of mature eucalypts, generous pedestrian/ cycle pathways and central median green space / ecological corridor
- R

Terrace housing with laneway studios, creating diverse and flexible housing typologies
- S

Mews-style neighbourhoods, focused around a shared zone for vehicle and people movement, informal play and generous landscape
- T

Legible and regular street network, with street tree planting, safe pedestrian and cycle facilities, and direct visual connectivity to public facilities and open spaces
- U

Regional parklands
- V

Landscape links creating pedestrian and cycle connectivity within neighbourhoods
- W

Edmondson Park Reserve

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